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A GUIDE

TO THE

CITY

OF

CHICAGO



Issued by

The Chicago Association of Commerce
— 77 Jackson Blvd.

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PREFACE

The Publicity Committee of the Chicago Association of Commerce, for the dual purpose of properly guiding and assisting in the entertainment of visitors to Chicago, and, to instruct Chicagoans themselves in subjects of civic interest, have undertaken the publication of this Guide. It may be accepted as a compendium of reliable information regarding the city.

A departure is made from the usual scheme of such publications in arranging a series of street car rides about the city. These cover virtually all the main points in which the visitor would naturally be interested. "Points of Interest" supplement the rides and can be turned to through the index, when further information is desired on any given subject. The index at the back of the book is a complete key to everything in the Guide.

Under the caption "Street Names and Numbers" will be found instructions for finding the location of the streets and avenues of the city under the new numbering plan adopted in a recent ordinance. The maps accompanying the Guide also will prove of value for this purpose to the stranger. The location of streets not otherwise easily ascertained may be determined by referring to the lists of streets, avenues and boulevards appearing in the Chicago City Directory.

While no claim of infallibility is made for the work, it is as close to being correct, in its information, as careful research can make it, but such errors as are discovered will be corrected in future editions. Although an endeavor has been made to treat of everything of interest or importance within the city it is possible that there have been omissions and these also, when noted, will be incorporated in future editions of the work. It may be well to add, however, in this connection, that this work is designed solely as a guide and that no attempt has been made to encroach upon those fields coming within the province only of the historian or statistician.

ABBREVIATIONS

To curtail the volume of this work and for convenience, the following abbreviations are used :

N.—North.

S.—South.

E.—East.

W.—West.

Blk.—City Square.

Bldg—Building.

Blvd.—Boulevard.

St.—Street.

Ave.—Avenue.

Ry.—Railway.

P.—Page.

A. P. —American Plan.

E. P.—European Plan.

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CHICAGO

Commercial and Historical Review

The city of Chicago offers so much that is of detailed interest, over its vast area and multiple activities, that it would be difficult, within the necessary limits, to cover all of its features. The matter which follows, however, gives a general survey of the city, and a historical review which is necessary in order to understand the growth and development of what may well be considered the most remarkable city of modern times.

Chicago has at this time (1909) a population numbering fully 2,250,000 which is being added to at the rate of about 75,000 annually. The length of the city is 26 miles, its greatest width $14\frac{1}{2}$ miles and its total area 190.63 square miles. Within its boundaries are 4,227 miles of streets and alleys. Its water works (city owned) pump a daily average of more than 437,000,000 gallons of water. Of public schools there are 300 of which number one is a normal school and 19 high schools. Besides these there are hundreds of church and private schools and other institutions of learning. The churches of the city number 1,077 with more than 1,000 semi-religious organizations of various kinds. Thirteen hundred and fifty miles of surface and elevated railway traverse the city upon which ride daily an average of 1,354,000 passengers. The three park systems contain 3,191 acres and with the 48 miles of boulevards form a complete belt around the city.

The annual cost of city government (exclusive of county government) including cost of administration, maintenance and permanent improvements, schools, public library—in fact all moneys paid out for all purposes, is \$44,538,286.78, (1907 expenditures) and in the employ of the city is an army of men and women num-

bering 21,617, including about 6,000 school teachers. The city parks (under supervision of the State of Illinois) are maintained at an average annual expenditure of about \$2,000,000. There are almost 100 banks in Chicago with daily clearings amounting to about \$35,000,000. One retail store employs regularly 7,500 people, which number in holiday time is increased approximately to 10,000. Three of the city's immense office buildings contain, in business hours, more than 5,500 people each, counting only those who work in the buildings. Chicago's longest street is Western Ave., 22 miles, with Halsted Street a close second, 21½ miles.

Chicago annually produces manufactured goods to the value of nearly \$1,000,000,000 in 8,159 plants, this product covering almost every sort of merchandise used in America. There are individual manufacturing companies within the city employing as many as 13,000 men, and there are individual plants doing a manufacturing business amounting to more than \$100,000,000 annually, while hundreds of manufacturing companies do a business of from \$25,000 to \$5,000,000 yearly. There are a number of wholesale firms whose annual business amounts to more than \$25,000,000 and some that probably will more than double that figure. Chicago Post Office receipts for 1908 were \$15,921,005.31. The U. S. Customs receipts for the same period were \$8,502,492.29.

ASSESSED VALUATION OF CHICAGO

For the year 1906 the assessment of taxable property in Chicago, both real and personal, amounted to \$28,451,436.78, this being on a total valuation of \$426,263,296. The tax on capital stock and railroads is included in the personal-property assessment.

THE HEART OF CHICAGO

That section of Chicago which is known as "The Loop" (see map of Loop District) comprises a section seven blocks north and south by six blocks east and west (42 city squares). Its boundaries extend from Van Buren St. north in Wabash Ave. to Lake St., west in Lake to Fifth Ave., south in Fifth Ave. to Van Buren St., and east in Van Buren to Wabash Ave. Around this Loop circles nearly every elevated train (2,050 trains daily), carrying a daily average of more than 475,000 passengers, while the surface cars and steam railway suburban trains bring to the Loop, daily, about 800,000 more, making a grand total of 1,275,000 people who daily arrive at and depart from this comparatively small area. Within and immediately adjacent to the Loop are the immense skyscrapers and gigantic mercantile establishments of the city. The streets within the loop are naturally quite congested. State St. during the shopping hours, is a notable sight, the twenty-foot walks being literally packed with a solid mass of humanity.

Surface cars may be taken for any portion of the city, direct or by transfer, within the Loop, and trains of all elevated roads may be taken at any station on the Loop. Any portion of the city, within the "limits", may be reached for a five cent fare. Ask for transfer, if desired, when you pay your fare.

HISTORICAL

Early Explorers

In the year 1673 Louis Joliet and Father Marquette, S. J., ascended the Fox River, portaged across the divide and descended to the Wisconsin and the Mississippi rivers and down the latter streams probably to the

Arkansas. Paddling back to the mouth of the Illinois they ascended that river, entering the north fork of the Desplaines, arriving finally in the Chicago River and descended its course to Lake Michigan. On reaching Quebec Joliet reported his discovery of the Chicago Portage and said that if a canal were cut through a league of prairie, one could pass by boat from the Great Lakes to the Mississippi River. Thus was the Chicago Drainage Canal predicted in the year 1673.

In 1674 Father Marquette returned to the site of Chicago and being detained by illness passed the winter in a cabin near Robey St. and the South Branch, he being the first recorded white resident of the city of Chicago; this statement has sometimes been questioned from the fact that the cabin belonged to two French traders, Pierre Moreau and a companion, who was a surgeon as well as a trader. The site of this cabin has been pretty well fixed at the junction of the Drainage Canal and the South Branch and it was the first building erected on the site of Chicago. Joliet again visited the place in 1682, and described the "Chicagou" river as "the junction of several rivulets, or meadow ditches, being navigable for about two leagues to the edge of the prairies, a quarter of a mile westward." In 1777 there lived in a cabin on the site now occupied by the Kirk Soap Factory, near the corner of Kinzie and Pine Streets (North Side) a San Domingo negro trader named Jean Baptiste Pointe de Saible. This negro occupied the cabin for 17 years, finally selling it to Le Mai, a French trader who in turn sold it to John Kinzie (for whom Kinzie Street is named) in 1804. Jean Baptiste was the first man to acquire title to Chicago real estate, which has held good to this day, and was for this reason our first city father—Chicago's first landed citizen.

Fort Dearborn Established

In 1803 Fort Dearborn was established on the site which is now the corner of Michigan Avenue and River Street, there being then four huts or cabins, one occupied by John Kinzie, one (on the West Side) by Guarie, a third near the fort, by Ouillemette, and the fourth by Pettell. The south end of Rush Street bridge occupies what was about the center of the fort stockade, a large portion of the fort site having disappeared in the widening of the river. The lake then came within 100 to 200 feet of the fort. The old Rope Ferry was here established and the first bridge was constructed at Dearborn St. in 1834. The first capital crime occurred in 1812 when John Kinzie killed John Lalime; the bones of the victim now repose in the Chicago Historical Society Museum.

Fort Dearborn Massacre

The memorable Fort Dearborn Massacre occurred in 1812. At 9 a. m. August 15th, General Hull ordered the garrison to abandon the fort. They marched southward on the lake shore to a point now marked by a monument at Eighteenth St. where they were attacked by Indians and defeated, a large number being killed, including several women and children. The tribute to their memory, known as the Fort Dearborn Massacre Monument, was erected by Geo. M. Pullman adjoining his property at the foot of Eighteenth St. At the time of this disaster the Indian camp was north of the present site of the Marshall Field store, quite near the fort. Next day the Indians set fire to the fort and it was entirely destroyed. The victims of this battle rest beneath the sod in Grant Park on the lake front. The fort was

rebuilt in July-August, 1816, on the same site, remaining intact until 1857.

Growth of Chicago

From 1816 to 1830 the infant metropolis gained some fifteen cabins but was still below the 100 mark in population. During this period the only buildings north of the river were a house called "Cobweb Castle," at what is now the junction of State and North Water Streets, the Kinzie cabin near the corner of Kinzie and Pine Streets, Billy Caldwell's and Miller's places, and the home of Archibald Clybourn, the tract north of the river being covered with forest trees. The Kinzie cabin was of hewn logs with a veranda on its front. At its rear were two large cottonwood trees, while in front, in a row near the river's edge, were four fine poplars. It was later a store and Chicago's first post office, (1831) the mail being carried from Detroit twice a week on horseback. John Kinzie died in the fort and his ashes, after being twice moved, now rest in Graceland Cemetery. It was about 1830 that the real growth of the city began. In 1834 the first school here was opened in the Presbyterian Church, west side of Clark Street, between Lake and Randolph Streets, the teacher, Miss Eliza Chappel, afterward (1834) marrying Jeremiah Porter, who was the first minister of the gospel. It was he who organized the first Protestant church, the First Presbyterian, in Fort Dearborn, 1833. The public meeting hall was over Peck's store, southeast corner La Salle and South Water Streets, the same being a two-story wooden structure. It was here the first Sunday School met. The first regular sermon was preached by Rev. Isaac McCoy, October 9, 1805, but the first church (Baptist) was not erected until the fall of 1833, it being a two-story wooden

structure near the corner of Franklin and South Water Streets.

The first serious fire burned three buildings corner Lake and La Salle Streets; loss \$1,200. Soon after the erection of the Baptist church, the Catholics erected a house of worship near the southwest corner of State and Lake Streets in the open tower of which was hung a small bell, Chicago's first church bell. As late as 1834, and even several years thereafter, wolves were plentiful, one being killed in Dearborn Street opposite the site of the Tribune Building. In 1835 the first County Court House was built, southwest corner Clark and Randolph Streets (site present County building). In 1832 the lot southwest corner Clark and Washington Streets, where is now the Chicago Opera House, sold for \$61.00, which was considered high. Lots 3 and 4 (160 ft.), southwest corner Lake and Market Streets, sold in 1830 for \$102.00 their value now is probably near a half million. "The Rialto" was the first regular theatre, being the upper story of a wooden structure at No. 8-10 Dearborn Street.

Chicago's first daily newspaper, "The American," was issued April 9, 1839. The first locomotive reached the city October 10, 1848. It was named "The Pioneer" being a ten-ton engine transported over the lake on a brig. It is now owned by the Chicago & Northwestern Railway. The first railroad was from Chicago to Galena, Ill., and was known as the Galena and Chicago Union, chartered January 16, 1836. The first taverns of importance were the Green Tree, northeast corner Lake and Canal Streets, and the Sauganash Tavern, Lake and Market Streets, kept by Mark Beaubien, where the first city election was held in 1833. "Wolf Tavern" antedated them, but amounted to little as a hostelry. The Green Tree was a long, two story

structure facing the river. The first jail was constructed of logs set on end, with a small frame addition, northwest corner City Hall Square. The stage office in 1844 was a long two and one-half story structure, with a sign on the cornice, "General Stage Office," southeast corner Lake and Dearborn Streets.

The first school house owned by the city (the Dearborn School) was a two story, red brick building on Madison between State and Dearborn Streets, where the Tribune Building now stands. To the south 100 feet was a rail fence enclosing the school yard and back of that an open common with a few trees scattered about, a feeding place for cows. This was in 1845.

Until the time of the great fire of 1871 the main business thoroughfares were Lake and Water Streets. State Street was for many years called Vincennes Road.

THE CHICAGO ASSOCIATION OF COMMERCE

The Chicago Association of Commerce is an organization of business and professional interests to protect and promote the trade of the Great Central Market, and to improve municipal conditions in general, so far as this object may be attained without participation in partisan politics. The Association at the period when this guide book is given publication, embraces fully 3,000 firms and individuals. This body, representative in the highest degree, of every phase of commercial, industrial and professional life in Chicago, is perhaps the world's largest organization of its kind and purpose.

The Association conducts its work through many standing and special committees and by a salaried office staff at the Association's headquarters, ninth floor, Great Northern Building, 77 Jackson Boulevard. The Association has one great open committee which holds

a weekly public meeting at luncheon, to which meeting a member of the committee may invite guests. At this meeting important local and general questions are discussed. The leading committees are the Executive, General Publicity Trade Extension Convention Bureau, Freight Traffic, Passenger Traffic, Street Traffic, Civic Industrial, Foreign Trade, House, Auditing, Membership, Chicago River Improvement, Finance, Deep Waterway and Entertainment. Over all is the Board of Directors.

The Association undertakes large and general things, avoiding championship of special interests. It cooperates with the authorities in an advisory way for improvement of postal facilities, navigation of the Chicago River, surface and elevated transportation, for regulation of street traffic, and freight handling at railway terminals. It exercises a conservative influence in business crises. It is making Chicago unique as the world's convention city. It facilitates the visit to the Chicago market of thousands of merchants annually, doing this through concessions by the railroads and its own special and extensive advertising. All these visitors profit by such visits not only as merchants but as students of a city having ways and resources which inspire other and rising communities to a more intelligent development. The association takes a deep interest in the Lakes to the Gulf deep waterway, and indeed in waterways improvement everywhere. It advocates reform in the consular service and tariff revision by a non-partisan commission, and in other ways works for extension of foreign trade. It promotes Chicago's industrial development, throughout a zone far beyond city limits, by a study of conditions and judicious solicitation of new industries to establish themselves in the Great Central Mar-

ket. It sends delegations into near and remote states to encourage the growth of friendly sentiment toward the typical American city—center of railroads, trade, manufacture, education, and fifty nationalities working out a wonderful destiny.

The headquarters of The Chicago Association of Commerce, (Office hours 8:30 a. m. to 5:30 p. m.) in the near future probably to be housed in a special association building, invites visitors and inquirers at all times. While headquarters are not a public resort, the stranger will here receive such competent and disinterested advice as may make a Chicago visit a profitable experience, and always pleasant memory.

IMPORTANT LANDMARKS IN CHICAGO'S HISTORY

1803—Captain John Whistler and Lieutenant James S. Swearingen, U. S. A., with a company of United States regular infantry, built and established the first Fort Dearborn.

1804—John Kinzie and his family, the first American civilians, settled in Chicago. First white child born in Chicago—Ellen Marion Kinzie—daughter of John and Eleanor Kinzie, who died in Detroit in 1860.

1810—First doctor arrived in Chicago, John Cooper, surgeon's mate, U. S. A., detailed for duty at Fort Dearborn. Illinois Pottawatomies begin hostilities against the whites. Attention of government drawn to scheme of canal connecting Lake Michigan with Mississippi River.

1812—(August 15)—Fort Dearborn massacre. August 16, Indians burn Fort Dearborn.

1816—Fort Dearborn rebuilt, Indian agency and warehouse re-established and John Kinzie and family return to Chicago to live.

1817—Schooners Baltimore and Hercules establish route between Chicago and Mackinac.

1818—Illinois admitted to the Union as a state. First large sailing vessel, the United States revenue cutter Fairplay, entered the Chicago River.

1822—First baptism in Chicago, Alexander Beaubien baptized by Rev. Stephen D. Badin.

1823—Illinois and Michigan Canal bill passed by legislature. First marriage celebrated in Chicago, that of Dr. Alexander Wolcott and Miss Ellen Marion Kinzie.

1826—First election held in Chicago, gubernatorial and congressional.

1827—First company of state militia organized. First slaughter-house built on north branch by Archibald Clybourne.

1828—Fort Dearborn regarrisoned by United States troops. John Kinzie, first settler, died at Fort Dearborn.

1829—First ferry established, near present site of Lake Street bridge. "Wolf Tavern," Chicago's first hotel, built by James Kinzie and Archibald Caldwell, at the "forks" of the Chicago River.

1830—Chicago first surveyed and platted. First bridge built across Chicago River (south branch,) near Randolph Street crossing.

1831—Cook County created and Chicago designated as the county seat. First county election held. First public building erected in Cook County. It was an estray pen or pound, and cost the county \$12. Jonathan N. Bailey appointed first postmaster. First county roads established, the present State Street and Archer Avenue, and Madison Street and Ogden Avenue. First lighthouse constructed.

1832—First frame building, Robert A. Kinzie's store, on the West Side. First drug store established by

Philo Carpenter in log building at what is now the east end of Lake street bridge. Black Hawk war broke out and four companies of volunteers are organized in Chicago and go to the front. First cholera epidemic in Chicago brought by United States troops on steamer Sheldon Thompson. First provisions (meat) packed and shipped by George W. Dole. First sawmill established.

1833—Village or town of Chicago incorporated. First issue of first Chicago newspaper, the Chicago Democrat, a weekly, by John Calhoun. First Roman Catholic priest to establish a permanent parish. Rev. John Mary Ireneus St. Cyr arrived in Chicago and established St. Mary's parish. First Presbyterian church organized by Rev. Jeremiah Porter, chaplain U. S. A. First Baptist church erected. First appropriation for harbor improvements, \$25,000, and improvement of harbor commenced. First fire marshal, Benjamin Jones, appointed, then known as "fire warden." First shipment from port of Chicago by Newberry & Dole on Schooner Napoleon. First Tremont house built.

1834—First authorized town loan. First Protestant Episcopal church, St. James, established by Rev. Isaac W. Hallam. First mail coach route established by Dr. John T. Temple between Chicago and Detroit. First professional public entertainment by "Professor" Bowers, fire eater, ventriloquist and prestidigitator, at the "Mansion House." First drawbridge erected over Chicago River at Dearborn Street. First vessels navigate Chicago River, Steamer Michigan in June and Schooner Illinois in July. First divorce suit and first murder trial. First piano bought in Chicago.

1835—First bank established in Chicago known as the "Chicago Branch of the Illinois State Bank."

Opening of United States land office; great land craze. First board of health organized. Volunteer fire department organized. First courthouse erected, corner Clark and Randolph Streets.

1836—First spadeful of earth thrown out in digging Illinois and Michigan Canal, July 4. First sailing vessel, *Clarissa*, launched May, 1836. First house built from architectural designs, for William B. Ogden. First Chicago railroad chartered, Galena and Chicago Union Railroad. First water mains laid, two miles wooden pipe.

1837—City of Chicago created. First city election held. First city census taken, population 4,107. First great financial panic. First theater opened.

1838—First steam fire engine bought by Chicago. First Chicago steamer, the "*James Allen*" built. First invoice of wheat, seventy-eight bushels, exported from Chicago.

1839—First great fire in Chicago, loss \$75,000.

1840—Reorganization and permanent establishment of free public schools.

1841—Office of city marshal created.

1842—First state convention (Abolitionist) held in Chicago.

1843—First book compiled, printed, bound and issued in Chicago (Directory of 1843).

1844—First University, St. Mary's of the Lake, established.

1845—First power printing press placed in Chicago by "Long John" Wentworth and used by him in printing the *Chicago Democrat*. Dearborn School, first permanent public school building built. First church bell erected, on Unitarian Church. County Court established.

1846—First special assessment levy made for improvements. Chicago made a port of entry.

1847—First law school opened. First county hospital opened in "Tippecanoe Hall."

1848—First telegram received in Chicago (from Milwaukee). Illinois and Michigan Canal opened. First United States court opened. First railroad, Galena and Chicago Union, operated from Chicago. First smallpox epidemic and first vaccination.

1849 — Great storm and flood; damage to vessels, wharfs, etc., over \$100,000. Chicago's second big fire, Tremont House burned a second time and twenty buildings destroyed. Third cholera epidemic. Bank panic.

1850—City first lighted by gas. First opera performed in the city. Stephen A. Douglas delivered his great speech in Chicago.

1851—Chicago, Rock Island and Pacific and Chicago, Milwaukee and St. Paul railroads organized.

1852—City waterworks operated for first time. First through train from the east enters Chicago over the Michigan Southern Railroad, February 20. First railroad wreck, passenger trains on Michigan Central and Michigan Southern railroads collide at Grand Crossing; eighteen killed. Office of superintendent of schools created. Northwestern University located.

1853—First labor strike.

1854—Cholera epidemic; nearly 1,500 deaths.

1855—"Beer riot." Main line of Illinois Central Railroad completed. Police department created. Direct drainage into river inaugurated.

1856—First steam tugs in river. First suburban trains. First high school opened. First sewers laid. First iron bridge built at Rush Street.

1857—Destructive fire; twenty-three lives lost, and \$500,000 in property loss. Great financial panic.

1858—First street car run in State Street. Paid fire department organized.

1859—Street car franchises granted by state legislature.

1860—Loss of steamer Lady Elgin; 203 deaths.

1861—Outbreak of Civil War and establishment of Camp Douglas at Cottage Grove Avenue and Thirty-third Street.

1862—First internal revenue collector appointed.

1863—City limits extended to take in Bridgeport.

1864—Work commenced on first lake tunnel.

1865—First lake crib placed. Union Stockyards opened. Fire alarm telegraph inaugurated.

1867—Lake tunnel completed, new waterworks building and tower erected.

1869—Washington Street tunnel, first under river completed. Park act passed.

1871—Great Chicago Fire—loss \$280,000,000 (Oct. 7, 8, 9). City reincorporated under general law.

1873—United States Subtreasury established. Second serious financial panic.

1877—Savings bank crash.

1882—Cable cars first operated by Chicago City Railway Company.

1883—Courthouse and City Hall completed.

1886—Anarchists riots in the Haymarket.

1889—Sanitary district of Chicago created.

1892—First elevated road built. Ground broken for Drainage Canal. University of Chicago founded.

1893—World's Columbian Exposition held. Mayor Carter H. Harrison, Sr., assassinated.

1894—Third financial panic.

1898—Union Elevated Loop built.

1899—Drainage Canal opened. Corner stone of new Federal Building laid, "Chicago day," Oct. 9, by President William McKinley.

1902—Prince Henry of Prussia, visited Chicago.

1903—Chicago Centennial celebration; Iroquois Theater fire with loss of 575 lives.

1905—Chicago Association of Commerce organized.

1906—Municipal Court of Chicago established doing away with old justice court system.

1907—New Cook County Courthouse (County Building) completed at total cost of \$5,000,000. New street railway ordinances passed and work of rebuilding lines begun.

1908—William H. Taft nominated for President at the National Republican Convention held in Coliseum. City Hall razed preparatory to erection of new structure.

PIONEER RESIDENTS OF CHICAGO

A list of 757 old residents of Chicago, men and women who have lived in the city or its suburbs for fifty-seven years or more, was published December 1, 1907, by the Chicago Daily News Almanac. This was not claimed to be a complete list of the old residents of Chicago but included probably the larger number of those still living who were born in Cook County or who emigrated here at an early day. Earliest among those named in this list were Adeline N. Heartt, 3219 Prairie Ave., Mrs. Eleanor H. Keenon, 859 Washington Blvd., and Charles Stose, 2440 Indiana Ave. Each of these has lived in Chicago since 1832, Mrs. Keenon having been born in Cook County during that year. Among the well known names of old settlers mentioned are those of Edwin O. and William H. Gale, both of whom came to

Chicago in 1835. Fernando Jones, now 88 years old, came to Chicago, or as has been frequently said, "discovered" the city, during the same year. Another name familiar to the earliest Chicagoans, is that of Mrs. A. Beaubien, aged 72, 431 South Willow Ave., who came to Chicago in 1839. George Fergus and John B. Fergus, both born in Cook County, the former in 1840 and the latter in 1844, are also named in the old settler list. Ossian Guthrie, who died during the last year, is also named, his age being given as 81 years. Another death among the ranks of the founders of Chicago during 1908 was that of Alexander Beaubien. According to Mr. Beaubien's statement he was born in 1822 in a log cabin located where the Auditorium building now stands. For many years he was in the police service of the city and resided at 98 Whipple St., West Side.

Recalling early days in Chicago, Mr. George Fergus is quoted as saying that in 1846 Chicago had only one block of paving and that was of wood. This was the square from State to Dearborn Streets in Lake Street. It consisted of planks laid sloping from the center of the street to the sides. Later plank roads were built on State Street and Milwaukee Avenue. On the latter thoroughfare only one side of the street was covered and this was reserved for the use of vehicles proceeding cityward. Those going in the opposite direction were compelled to take the dirt road, muddy in winter and dusty in summer.

NATIONALITIES IN CHICAGO

During recent years Constantinople, with its mature reputation as the most cosmopolitan city of the world, has been compelled by linguistic statisticians to yield the palm to Chicago, the world's newest large city. First

honors in cosmopolitanism have been awarded to the western metropolis on the score of there being fourteen languages besides English spoken here by permanent colonies of more than 10,000 persons each, and in all some forty different tongues. The cosmopolitanism of Cairo and Constantinople is defined as transient and that of Chicago as enduring. Travelers who have gone into ecstasies over the spectacle of the hordes of strange visaged races tramping all day the rickety old bridge of boats across the Golden Horn between Stamboul and Galata may know that Chicago holds a dozen such quarters where the confusion of tongues is the worst since Babel. The linguistic situation which obtains in Chicago has been called "an unparalleled babel of foreign tongues."

In the cities of the Orient only a few of these languages are spoken by large bodies of the population whereas in Chicago many of the forty tongues heard here are spoken by thousands. Newspapers appear regularly in ten languages and church services may be heard in about twenty languages.

Chicago is the second largest Bohemian city in the world, the third Swedish, the third Norwegian, the fourth Polish, the fifth German. In all there are some forty foreign languages spoken by numbers ranging from half a dozen to half a million and aggregating over 1,000,000.

Temporary residence in the foreign quarters of the city proves that they really are little cities within the metropolis, each speaking its own language, clinging to its hereditary customs, and in large part governing itself. In studying the linguistic conditions of the second and third generations from foreign born parents it is discovered that the children of immigrants generally

speak English as well as their native tongue, but that the grandchildren, as a rule, never learn the foreign language and speak only English.

The following list enumerates the different nationalities to be found in Chicago and the approximate number of persons speaking their native tongues:

German	500,000	Roumanian	2,000
Irish	180,000	Slovenian	2,000
Polish	125,000	Flemish	2,000
Swedish	100,000	Welsh	2,000
Bohemian	90,000	Chinese	1,000
English	53,000	Spanish	1,000
Norwegian	50,000	Finnish	500
Yiddish	50,000	Lettie	500
Canadian	41,000	Arabic	250
Dutch	35,000	Armenian	100
Italian	25,000	Manx	100
Scotch	21,000	Icelandic	100
Danish	20,000	Albanian	100
French	15,000	Bulgarian, less than ..	100
Croatian and Servian	10,000	Turkish, less than	100
Slovakian	10,000	Japanese, less than ...	100
Lithuanian	10,000	Portugese, less than ..	100
Russian	7,000	Breton, less than	100
Hungarian	5,000	Esthonian, less than...	100
Greek	4,000	Basque, less than	100
Frisian	2,000	Gypsy, less than	100

CHICAGO AS A BANKING CENTER

Already Chicago is one of the great banking centers of the United States and with its rapid growth, its geographical location and natural resources it is destined to become vastly superior in this respect in the future. Its present position as a financial point of the first impor-

tance has been attained during a comparatively short period and in this brief time the newest large city of the country has distanced many of the older cities of the Eastern states. Today the volume of business transacted by its banks is second only to that of New York. The sphere of usefulness and activity of its banks year by year has been enlarged until now the entire country is doing business with them.

During the seven years intervening between 1900 and 1907 the banking facilities of Chicago were largely augmented. In no other like period has there been so rapid and substantial a growth. The banks increased in number from thirty-three to fifty-six; their capital from \$30,072,000 to \$54,600,000, or eighty-two per cent; and their aggregate resources from \$401,977,000 to \$833,225,000, or 107 per cent. Surplus and undivided profits showed increase from \$22,811,826 to \$50,563,384, or 121.66 per cent. Total deposits grew from \$343,672,605 to \$702,447,462, or 104.4 per cent. The total clearings of the Chicago banks for 1906 amounted to \$11,047,311,890, an increase over 1900 of \$4,247,776,292, or 62.46 per cent. The first six months of 1907 showed a gain of \$770,779,921 over the corresponding period of 1906. Clearings for June, 1907, amounted to considerably over \$1,000,000,000 and show a gain of \$122,859,000 as compared with June, 1906.

The amount of money on deposit with banks of Chicago to the credit of banks in other parts of the country has increased 90.9 per cent in the last seven years and on May 20, 1907, amounted to \$228,522,124. Upon these balances as a basis, the banks of Chicago during 1906 shipped in actual currency through the Sub-Treasury to their correspondents in the south and west \$175,000,000, of which amount \$84,000,000—nearly

one-half went during the last four months of the year. The organization, since the passage by Congress of the Amendatory Act of March 14, 1900, of hundreds of national banks of \$25,000 capital in the great territory west of the Mississippi River, as well as in the south, the most of which are carrying a portion of their reserve with Chicago banks, has still further linked Chicago to the commercial growth of the interior of the country. Chicago is and always will be one of the great financial centers of the United States, due to the facilities it possesses for handling the vast inland commerce of the country, the conservative methods of its banks and business men and to its present commanding financial position.

CHICAGO AS AN ART, MUSICAL, LITERARY AND DRAMATIC CENTER

It has often been asserted without dispute that Chicago is a center of finance, a great railway center and a center of manufacture. It may be added also that it is a center of political, religious and sociological agitation for the whole country. There are those, however, who would hesitate to call it a great educational center, or a center of any of the arts. Investigation, however, discloses the fact that as an educational center there is no city in the country of greater importance than Chicago. This, too, applies as well to instruction in music and art as in professional or general lines. When the unique position of Chicago and the great population tributary to it is taken into consideration it is impossible to overestimate the importance of all that is done in the city in the domain of commerce, politics, religion or art. It may also be asserted justly that Chicago is a center of art.

An art center is a place where people come for inspiration and education; a place from which an artistic influence radiates; where a professional artist may gain a livelihood by following his profession, where there are collections of artistic objects, and a considerable number of persons who appreciate the good in painting, sculpture and architecture. Chicago possesses all of these qualifications.

It is generally admitted that the center of art in Chicago is the Art Institute. (See Points of Interest.) It has just completed the twenty-sixth year of its existence. The wide support given the Art Institute by all classes is indicated in the fact that its fine building has been erected, its collections purchased and its work conducted entirely by voluntary subscriptions.

A School of Art and Design has been maintained in Chicago since 1866. Only two cities of the country—New York and Philadelphia—established such a school earlier than Chicago. In 1879 the earlier institution known as the Academy of Design was replaced by the Art Institute. For the first three years of its existence The Art Institute occupied rented quarters.

Then it built for itself a small brick building in Van Buren St., and four years later erected the building now owned by the Chicago Club. This it soon outgrew, and in 1893, assisted by the World's Columbian Exposition it built its present home upon the lake front. In this building are installed a public Museum of Fine Arts, and a School of Art and Design. The Museum was formally opened in Dec., 1893. It has not been closed to the public a single day since that time—surely a record to be proud of.

The Art Institute is nobly democratic. It exists for the people and that they appreciate its advantages is

indicated in the annual attendance figures. During the last ten years the number of visitors to the Museum has exceeded that of any other art museum in the country, not even excepting the Metropolitan Museum of Art in New York City. For several years it has exceeded 700,000. This number is more than twice as large as the attendance at the Boston Museum of Fine Arts and four times as great as that of the Philadelphia Academy. In the School of Art and Design the enrollment so far this year exceeds 4,000.

The existence of the Art Institute alone would make Chicago an art center of no mean pretensions. Aside from it, however, there is in the city an ever-increasing number of artists of conspicuous ability and attainment and they are able to maintain themselves here by their profession. While there are only a few private collections of paintings and sculpture of any considerable size in Chicago there are a large number of good pictures scattered about among its homes, and many collectors of objects of art.

In the realm of music Chicago has taken front rank among American cities. Particularly famous is it as the home of the Theodore Thomas Orchestra, an organization second to none of its kind in the United States. (See Orchestra Hall, under "Points of Interest.") In addition to this institution there are numerous other musical organizations of high standing such as the Apollo Musical Club, the Germania Maennerchor and Irish Choral Society. The Musical Colleges of Chicago are distinguished for their excellent teaching corps, including as they do names of international renown in the world of Music. A number of individual musical artists of high merit who first attained fame in Chicago have since conquered the more critical European centers

through the excellence of their work. Musically Chicago now occupies an established position which will be strengthened as the city more nearly approaches its ultimate esthetic maturity.

In literature and the drama Chicago has made conspicuous progress during the last two decades. A Chicago author no longer is a rarity and more than one playwright, who received his first inspiration from the life of Chicago, and his earliest encouragement from a Chicago audience, has gone on to further success, not only of local but of national scope. Notable among the influences that have served to advance appreciation of the literary drama in Chicago should be mentioned the Donald Robertson players, who produce classical plays with an excellent company; the French Club and Alliance Francaise, which organizations combine in the production of classic French dramas; the German Theater, giving German drama on Sunday evenings at Powers Theater; and the Hull House Theater where classic Greek tragedies have been given by natives of Greece, as well as other dramas of merit, under the direction of the Hull House authorities.

In a list of this character the great libraries of Chicago should not be omitted. Chief among these are the Public, Newberry, and John Crerar libraries (treated at length elsewhere in this book) and secondary in importance, though first in special fields, are the Ryerson library of the Art Institute, the Chicago Historical Society library and the libraries of the University of Chicago and of Northwestern University. Libraries of considerable extent also are maintained by Lewis Institute, and the Garrett Biblical Institute. The Academy of Sciences library, in Lincoln Park, consists principally of the publications of learned societies and especially is rich in the

literature of photography, zoology, geology and allied sciences. The library of the Field Museum likewise is a scientific one and is designed for reference purposes only.

Other agencies that make for general culture along artistic and literary lines in Chicago are the University Extension Lectures, of the University of Chicago, the Daily News Lectures, Northwestern University Lectures, Art Institute Series of Lectures (free to members who have paid \$10 annual fee) and the Lecture Courses of the Public Schools. In addition to these, lectures that are free to the public, are given at the Field Museum of Natural History. A course of lectures also is given by the Y. M. C. A. at its Central headquarters, 153 La Salle St. An admission fee is charged. In addition to all this it should be noted that the social settlements all over the city offer a wide variety of lecture courses, of the best character, in their respective neighborhoods.

RAILWAY STATIONS

Strangers arriving in Chicago may ascertain at the Information Window in depots, or of any uniformed attendant, what street car to take to any desired section of the city. Don't be afraid to ask questions. Depot officials are paid to answer them. Accept no advice from ununiformed strangers. (For down town ticket offices see page 35).

Central Station

Michigan Ave. and Twelfth St. Reached by any south bound car in State St. or Wabash Ave. Leave car at Twelfth St. and walk east. Also by South Side Elevated, Twelfth St. station, and walk two blocks east, or Twelfth St. car east bound, and walk east two blocks from terminus.

Cleveland, Cincinnati, Chicago & St. Louis, (Big Four); Michigan Central; Illinois Central; Wisconsin Central; Chicago, Cincinnati and Louisville, and Grand Rapids & Indiana trains arrive at and depart from this station.

Union Passenger Station

Adams and Canal Sts. Reached by any west bound car in Adams St. marked "Union Depot" or by west bound Madison St. cars to Canal and walk two blocks south. Also by Metropolitan Elevated two blocks north from Canal St. station.

Chicago, Burlington & Quincy; Chicago, Milwaukee & St. Paul; Chicago & Alton; Pittsburg, Cincinnati, Chicago and St. Louis. (Pan Handle); Pittsburg, Fort Wayne & Chicago, (Fort Wayne Route), the two last named comprising the Pennsylvania Lines.

Grand Central Station

Fifth Ave. and Harrison St. reached by any south bound car except in Wabash Ave., transferring to west bound car in Harrison St., or by west bound cars, transferring south in Fifth Ave.

Baltimore & Ohio; Chicago, Great Western; Chicago Terminal Transfer and Pere Marquette R. R.

La Salle Street Station

All elevated trains pass its entrance; any surface cars to the Loop and short walk to the station.

Chicago, Rock Island & Pacific; Lake Shore & Michigan Southern, (New York Central Lines); New York, Chicago & St. Louis, (Nickel Plate); Chicago & Eastern Illinois, (Frisco Line) and Chicago, Indiana & Southern.

Dearborn Station

Dearborn and Polk Sts. Reached by any south bound car in State, Dearborn or Clark Sts., also by elevated Railroad to Dearborn St. station, walk south three blocks.

Wabash Lines (east and west); Chicago, Indianapolis, & Louisville, (Monon Route); Grand Trunk; Chicago & Western Indiana; Chicago Belt Line; Chicago & Erie; Santa Fe, and Canadian Pacific, (sleeper only).

Northwestern Station

Corner Wells and Kinzie Sts. Reached by Northwestern Elevated, (connecting with all other elevated lines on loop) or by Riverview Park, Sedgwick St., Southport Ave., or Wells St. cars.

Trains of the Chicago & Northwestern Ry. only arrive at and depart from this station. Most suburban trains enter and depart from Annex directly south of Main Station.

A building permit has been issued and work begun on a new station which is to cost \$1,000,000 for the building alone. It will have the largest cubic contents of any building in Chicago. The front of the station will face Madison St., between Canal and Clinton Sts., extending four blocks north.

RAILWAY TICKET OFFICES

Practically all railway ticket offices will be found in Clark St. from Monroe St. to Jackson Boulevard or in Adams St. between Dearborn and La Salle Sts. Step into the first one you come to and inquire for the one you want, or secure address from telephone or city directory. Steamship tickets may be obtained at offices of the respective companies previously listed.

LAKE STEAMSHIP LINES

The principal lake steamship passenger lines whose boats may be taken from Chicago for ports on the Great Lakes are the following:

Barry Bros. Transportation Co., foot of Michigan Ave.

Benton Transit Co., foot of Michigan St., North Side.

Chicago-South Haven Line, 7 Rush St.

Dunkley-Williams Co., 7 Rush St.

Goodrich Transit Co., foot of Michigan Ave.

Graham & Morton Transportation Co., 48 River St.

Indiana Transportation Co., south end Clark St. bridge.

Manitou Steamship Co., 7 Rush St.

Michigan City-Chicago Line Steamers, south end Clark St. bridge.

Northern Michigan Transportation Co., foot of Michigan Ave.

South Haven Line, 7 Rush St.

Western States Line, 2 Wells St.

Lake Steamship Landings

The principal landings of the Lake Michigan steamship lines are located in the immediate vicinity of the Chicago River and the foot of Michigan Avenue, River Street and Rush Street. Other lines dock at the north and south ends of the Clark Street bridge. Tickets for all points on the Great Lakes may be purchased at the offices of the various companies which in most cases are to be found at the steamship landings. During the summer months excursions are made to nearby points both during the day and at night, the fares ranging from 35 cents for a "moonlight trip" to 50 cents or \$1.00 to the popular resorts on the Michigan and Indiana.

shores. Many of the boats have very large carrying capacity and afford both rapid and safe means of transportation between Chicago and Milwaukee and scores of smaller cities on Lake Michigan.

CAB AND HACK RATES

One horse vehicle, for one or two passengers, 50 cents per mile; for each additional passenger, 25 cents per mile. Children between 5 and 14 years, half fare; under 5, no charge. By the hour the tariff is \$1.00 for each hour or part thereof.

Two horse vehicle, for one or two passengers, \$1.00 a mile; for each additional passenger, 50 cents a mile. By the hour, \$2.00 for the first hour, and \$1.50 for each additional hour or fraction thereof.

The passenger is privileged to carry 75 pounds of baggage on either the one or two horse vehicles without additional charge.

TAXICABS

The taxicab is an automobile landaulette seating four people. Fares are plainly indicated on the taximeter, so the passengers cannot be overcharged. The rates are as follows:

For one or two passengers: First mile 50 cents and 10 cents for each $\frac{1}{4}$ mile thereafter. For three or four passengers: First mile 70 cents and 15 cents for each $\frac{1}{4}$ mile thereafter. Waiting time is charged at the rate of 10 cents for each six minutes. Twenty cents each is charged for trunks and parcels carried outside. Door-men at all hotels, depots and clubs will call a taxicab upon request. All taxicabs are painted red, and door panels bear the monogram of the company operating the service.

BAGGAGE TRANSFER

Representatives of the baggage transfer companies come through the trains as they enter the city, giving the transfer company's checks in exchange for regular baggage checks, and will arrange for transfer of baggage to any other station, hotel or residence within the city at lowest rates.

Baggage may be checked through to destination when leaving city, if you have procured your ticket, by calling up the Parmelee Transfer Company, 'phone Harrison 1914, or Frank E. Scott Transfer Co., 'phone Harrison 482, who will deliver the trunk to the depot checked through to destination. The transfer company wagons make regular trips to all sections of the city but if a special wagon has to be sent the charge will be higher. When baggage is to be taken in the afternoon give order early in the morning. If in the morning, give order the evening before.

EXPRESS OFFICES

Express companies receive, forward and deliver merchandise, bonds, valuables and money. They also deliver money by telegraph and issue money orders in convenient form, and for any amount, payable at any of their offices in this or foreign countries:

Adams Express Co., 63 Washington St. Phone Central 1355.

American Express Co., 75 Monroe St., Phone Central 522.

National Express Co., 189 La Salle St., Phone Central 6244.

Northern Express Co., 191 La Salle St., Phone Central 6244.

Pacific Express Co., 307 Dearborn St., Phone Harrison 4196.

United States Express Co., 87 Washington St., Phone Central 2023.

Wells, Fargo & Co., Taylor St. and Plymouth Place, Phone Harrison 4150.

The above are main offices. Branches are scattered throughout the city, especially in the principal drug stores.

DISTANCES IN CHICAGO

From Madison Street North: Chicago Ave. 1 mile; North Ave. 2 miles; Fullerton Ave. 3 miles; Belmont Ave. 4 miles; Irving Park Blvd. 5 miles; Lawrence Ave. 6 miles; Bryn Mawr Ave. 7 miles; Devon Ave. 8 miles; Touhy Ave. 9 miles; City Limits $9\frac{1}{2}$ miles. Immediately beyond the limits is the city of Evanston.

From Madison Street South: Twelfth St. 1 mile; Twenty-second St. 2 miles; Thirty-first St. 3 miles; Thirty-ninth St. 4 miles; Forty-seventh St. 5 miles; Fifty-fifth St. 6 miles; Sixty-third St. 7 miles; Seventy-first St. 8 miles; Seventy-ninth St. 9 miles; Eighty-seventh St. 10 miles; Ninety-fifth St. 11 miles; One hundred and third St. 12 miles; One hundred and eleventh St. 13 miles; One hundred and nineteenth St. 14 miles; city limits $16\frac{1}{2}$ miles. The Indiana State line extends somewhat north of the southern city limits near the shore of Lake Michigan.

From State Street West: Halsted St. 1 mile; Ashland Ave. 2 miles; Western Ave. 3 miles; Kedzie Ave. 4 miles; Fortieth Ave. 5 miles; Forty-eighth Ave. 6 miles; Central Park Ave. 7 miles; city limits $7\frac{1}{2}$ miles west from State and Madison Sts. At points further north and

south than this the city extends to its greatest width of $14\frac{1}{2}$ miles.

From State Street East: At State and Madison Sts. the lake lies about $\frac{1}{2}$ mile to the east and at Thirteenth St. even this distance is reduced. From Thirteenth St. south, however, the lake front recedes until at Eighty-seventh St. it is $4\frac{1}{3}$ miles from State St. to the lake.

DIVISIONS OF THE CITY*

Chicago is divided into sections known as:

The Loop, comprising the territory, strictly speaking, within the Elevated Railway Loop, or the downtown business district, but in reality the section familiarly termed the "Loop" by Chicagoans extends from about Harrison St. on the south to the Chicago River on the north and from the South Branch of the river on the west to Grant Park on the east.

The South Side comprises all territory south of the Chicago River and east of the south branch of the Chicago River. This embraces the Loop district.

The West Side comprises all territory west of the north and south branches of the Chicago River.

The North Side comprises all territory north of the Chicago River and east of the North Branch.

THE STREET CAR SYSTEM

The surface lines covering North and West Side territory are under control of the Chicago Railways Company while those of the South Side are managed by the Chicago City Railway Company. The only exception are the lines controlled by the Chicago General Railway Company. The most important of these is the Twenty second Street line which starts at Wabash Avenue and

* See map of the City Divisions.

MAP OF THE CITY DIVISIONS

NORTH SIDE

MICHIGAN

CHICAGO RIVER

ELEVATED
RAILWAY
LOOP

WEST SIDE

LAKE

SOUTH SIDE

DIVISIONS OF THE CITY.—The outline map presented on this page indicates very clearly the three divisions into which Chicago is separated. These are officially defined as the North, South and West Divisions, but in common parlance are referred to as "Sides." As is shown by the map, the North Side comprises all territory north of the Chicago River and east of the North Branch; the South Side all territory south of the Chicago River and east of the South Branch; the West Side the entire area west of the branches of the river. The Loop District, or principal downtown section, is embraced within and closely adjacent to the Elevated Railroad Loop.

Twenty-second Street and runs west in Twenty-second to South Fortieth Avenue. Another line belonging to this company is called the Drainage Canal line. This starts at West Twenty-second and Rockwell Streets and runs south in Rockwell Street to West Twenty-fifth thence west to South Lawndale Avenue and in Lawndale Avenue to West Thirtieth St. The Stockyards line of the General Railway starts at West Twenty-second and Wood Streets, runs east in Twenty-second to Throop Street, south in Throop and Morgan Streets to Thirtyninth Street and to the north gate of the Union Stock Yards. Transfers are not interchanged between the Chicago General Railway Company and the other lines of the city.

Chicago's street car system spreads over widely extended territory. Of elevated track there are 182 miles owned by four companies with a total capitalization of \$95,037,700. The surface lines comprise 933 miles of track, not counting the many suburban lines, the total capitalization of the surface companies being \$113,263,800.

From the Loop district, or in fact any part of the city, one may get a street car, either direct, or by transfer, to any other section. The system is complicated but upon inquiry the right car may easily be had.

The surface systems cover a territory 26 miles long by 9 wide and by its lines one may reach any desired point in the city for a single five-cent fare, except over the lines of the Chicago General Railway, and to South Chicago, Kensington, Pullman and suburbs in that territory. From the Loop section radiate about twenty main trunk lines, each carrying the cars of one or more sub-trunk lines and the surface cars arriving at and departing from the Loop daily number far into the thou-

sands. Transfers are given, if requested, when fare is paid and transfers may be had on transfers, for indefinite travel in the same general direction within the city limits. Under the new through routing arrangement one may ride from Seventy-ninth St. on the south to the extreme city limits on the north, a distance of $18\frac{1}{2}$ miles, for a single five-cent fare and by transfer it is possible to ride even much further than this for one fare.

Generally speaking any part of the North Side may be reached by North Clark St. cars and transfer; any part of the Northwest Side by Milwaukee Ave. or Elston Ave. cars and transfer; any part of the West Side by Madison Street or Twelfth Street cars and transfer and any part of the South Side by Wentworth Ave., State St., Indiana Ave. or Cottage Grove Ave. cars and transfer, though to the initiated, time may often be saved by the use of other lines. The old-style, wooden cars are rapidly being replaced by large heavy modern steel cars and soon Chicago will have a street car system second to none in convenience and modern equipment. New and heavy grooved rails are being laid all over the city to meet the requirements of increased traffic and weightier rolling stock. The new street cars are provided with extra wide platforms with room for separate exit and entrance. On these cars the conductor stands at the entrance and collects fares as passengers enter.

INTERURBAN ELECTRIC LINES

Aurora, Elgin & Chicago—Connects with the Metropolitan Elevated.

Calumet Electric—Connects with the South Side Elevated at Stony Island Ave. station, in Sixty-third St.

Chicago & Harlem—Connects with Lake St. Elevated.

Chicago & Joliet—Connects at Forty-eighth Ave. with Metropolitan Elevated.

Chicago & Milwaukee Electric—Connects with Northwestern Elevated and Chicago Railway Company's surface lines.

Chicago Electric Traction—Connects at Sixty-third St. with South Side Elevated and City Railway surface lines.

Hammond, Whiting & East Chicago Electric—Connects at Sixty-third St. with South Side Elevated and City Railway lines.

South Chicago City—Connects at Sixty-third St. with South Side Elevated and Chicago City Railway.

Fox Lake & Waukegan—Connects with Chicago and Milwaukee Electric, which see above.

STREET NAMES AND NUMBERS

Under the new system of street naming and numbering, just now being put into effect, State St. will be the north and south base line and all streets running east and west will start with No. 1 and 2 at State St., but east of that street will have the prefix "East." For instance Chicago Ave. will be Chicago Ave. west of State St. but "East Chicago Ave." east of that street. Madison St. is to be the east and west base line and all north and south streets start with No. 1 and 2 at that street. South of Madison St. there is to be no prefix but north of that street the prefix "North" is used. It will be, for instance, simply Halsted St. south of Madison St. and "North Halsted" north of Madison St.

There will be 800 numbers only to the mile in all parts of the city, except between Madison and Thirty-first Sts., where for good reasons, 1200 numbers to the mile have been assigned. By turning to the "Distance

Table" on page 39 it will be seen that Halsted St. is one mile west of State St., therefore, the house number at Halsted St. on any east and west street will be 800; at Ashland Ave. 1600, etc. North of Madison St. on any north and south street one will find No. 800 at Chicago Ave., 1600 at North Ave., etc. On the South Side the house numbers correspond with the number of the street so that if one wishes to go to No. 4700 that number will be found at Forty-seventh St. The highest house number on the north is 7600, on the south 13800, on the east 4000 and on the west 7200. The installation of this system will not be entirely completed for possibly as much as a year from Sept. 1, 1908.

THE ELEVATED ROADS

There are four great elevated trunk lines from the Loop, one to the south, one to the north and two to the west, by means of which or their several branches, it is possible to reach almost any desired section of the city without change of cars and in the very shortest possible time. All these lines are operated by electricity, the current being delivered from a third rail. The elevated trains are not interrupted by the teaming and pedestrian traffic which so impedes the surface lines, and by means of the Union Loop all trains pass over the most crowded part of town without delay. Their service is most favorable for strangers who can go to and from certain points in the same manner they are used to traveling from one station to another upon the steam railroads. Express service is maintained by all lines during the rush hours of the day, thus permitting a further saving of time for those having the longest distances to travel. Several of the largest stores have direct connection with the Union Loop, and every facility is offered

for passengers using the elevated lines to pass direct to these stores from the track or platform level; also to and from La Salle Street Station of the Lake Shore & Michigan Southern Railroad, Chicago & Eastern Illinois Railroad, and the Rock Island System. The Northwestern Elevated has a station at Kinzie St., just north of the Loop, which while not connected, is directly in front of the station of the Chicago and Northwestern Ry.

Much has been said about the fact that the new Brooklyn Subway, the latest and most modern of the subways in New York City, dispatches 27 eight-car trains, that is, 216 cars from their terminal station in a space of 87 minutes; but this achievement does not compare with that of one elevated line along which, leaving the loop, pass a total of 258 cars during the same period of time. From this it may be seen what facilities the elevated railroads offer, when only one of the lines referred to above is able to surpass the volume of this subway service by 19 per cent.

Northwestern Elevated Railway

This line extends from the Union Loop at Fifth Ave. and Lake St. in a general northerly direction to Wilson Ave. with an extension on the surface to Central St., at the north end of Evanston, the first town north of the Chicago city limits. There is also a branch line leaving the main line structure at a point south of Clark St. and extending to Western Ave. in a northwesterly direction. This is known as the Ravenswood Branch and serves a section of the city known by that name.

The total mileage of main line and branches is 20.37.

During rush hours there are trains on the main line at intervals of 2 to 4 minutes; middle of day every five minutes; after mid-night once in 35 minutes; Ravens-

wood line trains once in 4 minutes during rush hours, otherwise same as main line. Evanston extension once in 13 minutes during day; after midnight trains are run an hour apart. Evanston trains run on express schedule as far as Sheridan Road during rush hours; at other times as far as Wilson Ave. with only five stops.

South Side Elevated Railway

This line leaves the Union Loop at Wabash Ave. and Van Buren St. The main line and branches, (36.5 miles in length) serve a large part of the South Side.

The main line is from the Loop to Sixty-third St. thence east to Jackson Park. This line has three tracks to Forty-third St., the central one being used by express trains night and morning.

Near Fortieth St. there is a branch east to Lake Ave. known as the Kenwood Branch and the Stockyards Branch extending west and serving the famous stockyards district. At Fifty-eighth St. and Prairie Ave. another branch leaves the main line. This is the Englewood Branch which has a southerly extension as far as Sixty-third and Loomis Sts. with a stub line south from Stewart Ave. and Sixty-third St. to Sixty-ninth St. and Normal Ave. (Normal Park). The South Side Elevated runs trains at intervals of from 3 to 20 minutes according to the time of day.

Metropolitan West Side Elevated Railway

This line leaves the Union Loop at Fifth Ave. and Van Buren St. It also has a terminal station just outside the Loop at Fifth Ave. near Jackson Blvd., where 65 trains arrive and depart during the rush hours morning and evening. The main line extends west to Marshfield Ave. and has four tracks from Market St.

From Marshfield Ave. there are four double track branches extending fan-like and serving a large part of the great West Side. They are known respectively as the Garfield Park, Douglas Park, Humboldt Park and the Logan Square branches. The first two extend south and west from the main line and the two latter north and west. There are 487 passenger cars in use on the Metropolitan Line and about 25 miles of elevated structure. Trains are run at intervals of 3 to 30 minutes according to the time of day.

Chicago and Oak Park Elevated Railway

This line leaves the Union Loop at Fifth Ave. and Lake St. extending nearly due west to Willow Ave. at the further extremity of Oak Park. Oak Park, one of the most delightful suburban places about Chicago, and the first one outside the limits to the west, together with Austin, another suburban district, now incorporated as part of the city, are particularly served by this line. The western extension of this line is run on the surface. There are express trains during the rush hours and a service at intervals of 2 to 40 minutes according to the time of day.

Aurora, Elgin and Chicago Railway

This is an interurban electric line between Chicago, Elgin and Aurora. It serves these cities and a large suburban territory between them, including such towns as Geneva, Wheaton, Batavia, etc., with large finely equipped cars run at railroad speed. The road is mentioned in this connection because it enters Chicago on the West Side at Fifty-second Ave. over the Metropolitan Elevated Railway tracks, a distance of six and one-half miles, depositing passengers at the terminal station, Fifth Ave near Jackson Blvd.

HOTELS

There are about 500 hotels in Chicago and from the following list may be chosen almost any character of accommodation in the matter of price and location that may be desired.

E. P. means European plan (room only included in price).

A. P. means American plan (meals and room included in price).

Down-Town Hotels

Auditorium, Michigan Ave. and Congress St. E. P. \$2.00 and up

Bismarck, 180 E. Randolph St. E. P. \$1.00 and up.

Blackstone, Michigan Ave. and Hubbard Ct. (Under construction).

Brevoort, 143 E. Madison St. E. P. \$1.50 and up.

Briggs, Randolph St. and Fifth Ave. E. P. \$1.00 and up.

Congress Hotel and Annex, Michigan Ave. and Congress St. E. P. \$2.00 and up.

Continental, Wabash Ave. and Madison St. E. P. \$1.00 and up.

Grace, Clark St. and Jackson Bd. E. P. \$1.00 and up.

Grand Pacific, Clark St. and Jackson Bd. E. P. \$1.50 and up.

Great Northern, Dearborn St. and Jackson Bd. E. P. \$1.50 and up.

Hannah & Hogg, 222 S. Clark St. E. P. 75c. and up.

Kaiserhof, 266 S. Clark St. E. P. \$1.00 and up.

La Salle, Madison and La Salle Sts. (Under construction).

Majestic, Quincy St. and Jackson Bd. E. P. \$1.50 and up.

McCoy's, Clark and Van Buren Sts. E. P. \$1.00 and up.

Morrison, Madison and Clark Sts. E. P. \$1.50 and up.

Palmer House, State and Monroe Sts. E. P. \$1.50 and up.

Saratoga, 163 Dearborn St. E. P. \$1.00 and up.

Sherman House, Clark and Randolph Sts. E. P. \$1.50 and up.

Stratford, Jackson Bd. and Michigan Ave. E. P. \$2.00 and up.

Union, 117 E. Randolph St. E. P. \$1.00 and up.

Van Buren, 156 E. Van Buren St. E. P. \$1.00 and up.

Victoria, Michigan Ave. and Van Buren St. E. P. \$1.00 and up.

Wellington, Jackson Bd. and Wabash Ave. E. P. \$1.00 and up.

West Side Hotels

Grand Central, Madison and Canal Sts. E. P. 50c. to \$1.00.

Hunt's, 151 Canal St. E. P. 75c. and up.

Jackson, Halsted St. and Jackson Bd. E. P. 75c. to \$1.00.

West End, 503 W. Madison St. 50c. to \$1.00

North Side Hotels

Alexandria, Rush and Ohio Sts. E. P. \$1.00 and up.

Clarendon, 152 N. Clark St. E. P. 50c. to \$1.00.

Dearborn Avenue, 211 Dearborn Ave. E. P. 50c. and up.

Luzerne, Clark and Center Sts. A. P. \$2.00 and up.

Mentone, Ontario and N. State Sts. A. P. \$8.00 per week and up. \$1.00 and up per day.

Moraine, Highland Park. A. P. \$3.00 and up per day.

Newberry, 225 Dearborn Ave. A. P. \$2.50 and up. Special by week.

Palace, Indiana and N. Clark Sts. E. P. 50c. to \$2.50.

Plaza, Clark St. and North Ave. E. P. \$1.50 and up.

Revere House, Clark and Michigan Sts. E. P. 75c. and up.

Richmond, 42 N. Clark St. E. P. 50c. to \$1.00 Special by week.

Virginia, Rush and Ohio Sts. E. P. \$1.00 and up.

South Side Hotels

Chicago Beach, E. Fifty-first St. and Lake Front E. P. \$2.50 and up.

Del Prado, Washington Ave. and Fifty-ninth St. E. P. \$2.00 and up.

Hyde Park, Lake Ave. and Fifty-first Blvd. E. P. \$2.50 and up.

Lakota, Michigan Ave. and Thirtieth St. E. P. \$1.50 to \$5.00.

Lexington, Michigan Ave. and Twenty-second St. E. P. \$1.00 and up.

Metropole, Twenty-third St. and Michigan Ave. E. P. \$1.50 and up.

New Southern, Michigan Ave and Thirteenth St. E. P. \$1.00 and up.

Transit House, Forty-second and Halsted Sts. E. P. 50c and up.

Vendome, Sixty-third St. and Monroe Ave. E. P. \$3.00 and up.

Vincennes, Vincennes Ave. and Thirty-sixth St. E. P. \$1.50 and up.

Warner, Thirty-third St. and Cottage Grove Ave.
E. P. \$1.00 and up.

Windermere, 125 E. Fifty-sixth St. A. P. \$3.00
and up.

FURNISHED ROOMS

No definite information can well be given on this subject and visitors are referred to the advertisements appearing in the daily papers for such accommodations as they may require in any portion of the city. Prices will range from \$2.00 or \$2.50 per week up.

RESTAURANTS

The restaurants of Chicago are legion. They are everywhere and of every kind, quality and price. The list given presents a number of the representative places:

Abson's English Chop House, 125 La Salle St.

Baltimore Inn, 17 Quincy St.

Billy Boyle's Chop House, 12 Quincy St.

Bismarck Restaurant, 180 E. Randolph St.

Boston Oyster House, Clark and Madison Sts.

Cafe Brauer, 231 State St.

Clark's, 116 E. Randolph St.

College Inn, under Sherman House, Clark and Randolph Sts.

De Jonghe's, 45 Monroe St.

Edelweiss, 104 E. Madison St.

Grand Pacific Cafe, Jackson Blvd. and Clark St.

Great Northern Grill Room, Quincy and Dearborn Sts.

Haring, State and Monroe Sts.

Henrici's, 108 Randolph St.

Hofbrau, 116 Monroe St.

Kaiserhof, 266 Clark St.

Kimball's Cafe, 143 Monroe St.
King's Restaurant, 116 Fifth Ave.
Knab's, 196 Randolph St.
Kuntz-Remmler's 303, Wabash Ave.
Lakota, 108 La Salle St.
Mangler's, 121 La Salle St.
Metzger's, 180 Monroe St.
Mortimer Pure-Food Cafe, 67 Washington St.
Mrs. Clark Company, 116 Wabash Ave.
North American Restaurant, N. W. cor. State and
Monroe Sts.
Rector's, S. E. cor. Monroe and Clark Sts.
Saratoga Restaurant, 159 Dearborn St.
Senyard, 79 Dearborn St.
St. Hubert, English Chop House, top floor Majestic
Hotel, 22 Quincy St.
Stillson's, 112 Madison St.
Tavern, Elks Bldg., 163 Washington St.
The States, 52 Adams St.
Tip Top Inn, top floor Pullman Bldg., Adams St. and
Michigan Ave.
Tom Jones, 175 Jackson Blvd.
Vogelsang's, 178 Madison St.
Wellington, Wabash Ave. and Jackson Blvd.
Windsor-Clifton, Wabash Ave. and Monroe St.
Y. M. C. A., 7th floor, Association Bldg., 143 La
Salle St

THEATERS

Of Chicago theaters it may be said that Powers, the Grand Opera House, Garrick, Illinois, Auditorium, Colonial, Studebaker, La Salle, Whitney, Chicago Opera House, International, McVickers, Great Northern, Princess, and the American Music Hall are high class

houses in that they seldom play other than high class attractions. The Majestic and Haymarket theaters and the Olympic Music Hall, (vaudeville) play, for the most part the same excellent attractions—that is to say the attractions presented at these houses appear at each on successive weeks. The list follows:

Academy, 81 S. Halsted St.

Alhambra, 1920 State St.

American Music Hall, Wabash Ave. and Peck Ct.

Auditorium, Congress St. and Wabash Ave.

Bijou, 169 S. Halsted St.

Bush Temple, Chicago Ave. and N. Clark St.

Calumet, Ninety-second St. and S. Chicago Ave.

Chicago Opera House, 118 Washington St.

Colonial, 81 Randolph St.

College, 352 Sheffield Ave.

Columbus, 1840 Wabash Ave.

Criterion, Sedgwick and Division Sts.

Empire, 142 W. Madison St.

Euson's, Sid J., N. Clark and Kinzie Sts.

Folly, State and Congress Sts.

Garrick, 103 Randolph St.

Grand Opera House, 87 Clark St.

Great Northern, Dearborn and Quincy Sts.

Illinois, Michigan Ave. and Jackson Blvd.

International, Wabash Ave. and Hubbard Ct

Haymarket, 167 W. Madison St.

La Salle, 137 Madison St.

Majestic, 75 Monroe St.

Marlowe, Stewart Ave. and Sixty-third St.

National, Sixty-Second Place and Halsted St.

Olympic, Randolph and Clark Sts.

Orpheum, 174 State St.

Pekin, 2700 State St.

Princess, Clark St., near Jackson Blvd.
Peoples, Van Buren and Leavitt Sts.
Powers, Randolph and La Salle Sts.
Star and Garter, W. Madison, near Halsted.
Studebaker, 203 Michigan Ave.
Trocadero, 292 State St.
Virginia, W. Madison and Halsted Sts.
Whitney Opera House, 17 Van Buren St.

AMUSEMENT PARKS

Chicago has two classes of parks: the public recreation parks which are free to all, and the amusement parks, which are enclosed grounds to which an admission is charged. These latter contain attractions of various kinds, such as roller coasters, shoot-the-chutes, laughing galleries, scenic railways, etc. to each of which a separate admission of from 5 to 25 cents is charged. General admission to the grounds, in Chicago, is almost universally 10 cents. It is entirely optional with the visitor, after paying the general admission fee, whether he visit the various side shows. There are free band concerts, afternoon and evening, in the open air. Once inside the grounds one may remain as long as desired. From the very nature of these amusement parks they cease their activities with the advent of cold weather, except in a few instances where an enclosed roller skating rink is kept open all winter. Among the amusement parks are the following:

Bismarck Garden: Evanston Ave. and N. Halsted St. Take Northwestern Elevated train or North Clark St. surface line. Restaurant, Palm Garden and Orchestra.

Forest Park: Corner Des Plaines Ave. (in the village of Forest Park) and W. Harrison St. Reached by Garfield Park branch of the Metropolitan Elevated,

Aurora, Elgin & Chicago Electric, Twelfth St. or Chicago Ave. surface cars transferring, to either of the two last named.

Luna Park: Halsted and Fifty-second St. Take Halsted St. surface cars.

Ravinia Park: North Shore. Reached by Northwestern Elevated, changing to Chicago and Milwaukee Electric Line at Evanston, or Chicago and Northwestern Railway. See "Points of Interest."

Riverview Park: Corner Western and Belmont Aves. Reached by Northwestern Elevated to Belmont Ave. thence west on Belmont Ave. surface car to Western; Riverview Park car from Clark and Washington Sts.; by Clybourn Ave. car or any west bound car transferring to north bound Western Ave. car which passes the gate.

Sans Souci Park: Corner Cottage Grove Ave. and Sixtieth St. Cottage Grove Ave. car to gate. State, Wentworth, Halsted or Ashland south bound cars, transferring to east bound Sixty-first St. car in Fifty-ninth St. Also by South Side Elevated to Cottage Grove station and walk north three blocks.

White City: South Park Ave. and Sixty-third St. South Side Elevated to gates or south bound cars in Cottage Grove Ave. State, Wentworth, Halsted or Ashland cars transferring east in Sixty-third St.

BILLIARDS AND POOL

The following list shows only a few of the principal billiard and pool rooms and bowling alleys. Others may be found in all quarters of the city:

W. P. Mussey & Co., 106 E. Madison St.

L. Bensinger, 118 E. Monroe St.

Sutton's Billiard Hall, 178 E. Adams St.

P. Hicks, 112 E. Madison St.

Foley's Billiard Hall, 302 Wabash Ave.
Drexel Billiard Hall, 64 Thirty-ninth St.
Chas. Weeghman, 218 Wabash Ave.

BOWLING

W. P. Mussey & Co., 106 E. Madison St.
L. Bensinger, 118 E. Monroe St.
Co-operative Bowling Alleys, 75 E. Randolph St.
Schiller Amusement Co., 180 E. Thirty-first St.

BASEBALL PARKS

Anson's Park: Sixty-first St. near Cottage Grove Ave.
South Side Elevated to Cottage Grove station or Cottage Grove cars to Sixty-first St.

South Side Park: (American League) Wentworth Ave. and Thirty-ninth St. South Side Elevated to Thirty-ninth St. or Wentworth Ave. surface car.

West End Park: Forty-eighth Ave. and Madison St.
Garfield Park Branch of the Metropolitan Elevated or Madison St. surface car.

West Side Park: (National League) Garfield Park branch of the Metropolitan Elevated to Paulina station, or Harrison St. surface car.

AQUATIC CLUBS

Chicago Athletic Association Yachtsmen, 125 Michigan Ave.

Chicago Boat Club, Lincoln Park Lagoon.

Chicago Power Boat Club, Lake St. and Chicago River.

Chicago Yacht Club, Monroe St. and Lake Front.

Columbia Yacht Club, Randolph St. and Lake Front.

Corinthian Yacht Club, Randolph St. and Illinois Central Pier.

Iroquois Boat Club, (rowing) Lincoln Park Lagoon.

Jackson Park Yacht Club, South End Jackson Park Lagoon.

Yachting Auxiliary, Illinois Athletic Club, 145 Michigan Ave.

The Yachting Auxiliary of the Illinois Athletic Club is a permanent department of the club. During the yachting season the club has one large regatta, the date being appointed by the Lake Michigan Yachting Association, of which the club is a member. On this day all clubs belonging to this association participate in the regatta. The most important event of the yachting season is the Lipton Regatta. The Illinois Athletic Club has three boats of the class eligible for entry—the I. A. C., La Rita Second, and the New Illinois. The largest ship in the club fleet is the Valmore, owned and sailed by William Hale Thompson. The Chicago Yacht Club usually holds its annual Mackinac races during July. The Nutting races are a feature of the yachting season. The Jackson Park Yacht Club holds an annual Indiana Harbor race and an annual Michigan City race.

SWIMMING EVENTS

Practically all matters pertaining to this sport are in the hands of the Y. M. C. A., 153 La Salle St., Association Building, the Chicago Athletic Club, 125 Michigan Ave., and the New Illinois Athletic Club, 145 Michigan Ave. A first class natatorium is maintained by all of these organizations which is open to members.

AMATEUR PHOTOGRAPHY

Armour Institute Camera Club, Armour Institute, Armour Ave. and Thirty-third St.

Chicago Camera Club, Room 210, 87 Lake St.

AUTOMOBILING

Chicago Automobile Club, Plymouth Court, near Jackson Blvd. This club is the representative organization of automobilists in Chicago.

CHESS AND CHECKERS

Chicago Chess and Checker Club, Room 1124, 109 Randolph St.

CRICKET

Wanderers Cricket and Athletic League, Seventy-first St. and East End Ave.

FENCING

Y. M. C. A. Fencing Club, 153 La Salle St.

FOOTBALL

Many important football games are played on the grounds of the University of Chicago, (Marshall Field) and at Northwestern University, Evanston.

HANDBALL

Chicago Athletic Club, 125 Michigan Ave. Members and invited guests only.

McGurn's Court, 206 E. Division St.

Y. M. C. A., Association Building, 153 La Salle St. Members only.

TENNIS

Aztec Tennis Club, North Park Ave. between Fullerton and Belden Aves.

Woodlawn Tennis Club, Woodlawn Ave. and Sixty-sixth St.

Tennis courts are maintained by the different park commissions which are entirely free to the public under conditions which will be explained by attendants in charge of the courts. Rackets and balls must be furnished by the players.

WHIST

Chicago Whist Club, Room 921, 109 Randolph St.

CHICAGO CLUBS

- Ashland, 575 Washington Blvd.
- Aztec Tennis, Fullerton and North Park Aves.
- Builders, 414, 135 Washington St.
- Calumet, Michigan Ave. and Twentieth St.
- Caxton, Fine Arts Bldg.
- Charlevoix, 6027 Indiana Ave.
- Chicago, 200 Michigan Ave.
- Chicago Athletic, 125 Michigan Ave.
- Chicago Automobile, Plymouth Pl. near Jackson Blvd.
- Chicago Commercial, Sec., John W. Scott, 221 Adams St.
- Chicago Golf, Wheaton, Ill.
- Chicago Power Boat, Lake Front, Foot Randolph St.
- Chicago Women's, 203 Michigan Ave.
- Chicago Yacht, Lake Front, Foot Randolph St.
- City, 228 Clark St.
- Colonial, 4445 Grand Blvd.
- Columbia Yacht, Lake front, Foot Randolph St.
- Englewood Club, Harvard Ave.
- Edgewater Golf, Devon and Evanston Aves.
- Elks, 163 Washington St.
- Ellerslie Cross Country, Ninety-first St. and Western Ave.

Fort Dearborn, 575 Washington Blvd.
Fortnightly, 203 Washington Ave.
Germania Maennerchor, 643 N. Clark St.
Hamilton, 135 Monroe St.
Illinois, 154 Ashland Blvd.
Illinois Athletic, 145 Michigan Ave.
Iroquois Club, 103 Adams St.
Jackson Park Yacht, 207 Sixty-third St.
Kenwood, Lake Ave. and Forty-seventh St.
Kenwood Country, Ellis Ave. and Forty-eighth St.
Lakeside, Grand Blvd. and Forty-second St.
Marquette, 365 Dearborn Ave.
Menoken, 1196 Washington Blvd.
Midday Club, 119 Monroe St.
Merchant's 817, 108 La Salle St.
Press Club of Chicago, 113 Dearborn St.
Onwentsia, Lake Forest, Ill.
Quadrangle, Lexington Ave. and Fifty-eighth St.
Saddle and Cycle, Sheridan Road and Foster Ave.
Sheridan, 4100 Michigan Ave.
Standard, Michigan Ave. and Twenty-fourth St.
Union, 12 Washington Place.
Union League, Jackson Blvd. and Federal Court.
University, Monroe and Michigan Ave.
Wanderers Cricket, East End Ave. and Seventy-first St.
West End Women's, 132 Ashland Blvd.
Women's Athletic, 150 Michigan Ave.
Woodlawn Park, 6400 Woodlawn Ave.
Woodlawn Tennis, Monroe Ave. and Sixty-sixth Sts.

MUSICAL CLUBS

Amateur Musical Club, 203 Michigan Ave.
Amphion Singing Club, 1136 Milwaukee Ave.

- Apollo Musical Club, 40 Randolph St.
 Bjorgvin Singing Society, 876 N. Artesian Ave.
 Chopin Singing Society, 120 W. Division St.
 Germania Maennerchor, 25 Germania Place.
 Gruetli Maennerchor, 109 Wells St.
 Handel Musical Club, 512, 26 Van Buren St.
 Harmony Singing Club, 1533 Aldine Ave.
 Harugari Maennerchor, 1115 W. Twelfth St.
 Irish Choral Society, 515, 243 Wabash Ave.
 Jewish Lyric Association, 444 S. Paulina St.
 Junger Maennerchor, 257 N. Clark St.
 Polish Frederick Chopin Singing Society, 391 W. Chicago Ave.
 Schweizer Maennerchor, 526 N. Clark St.
 Teutonia Maennerchor, Milwaukee Ave. and Fontenoy Ct.
 Theodore Thomas Orchestra, 850 Orchestra Bldg.
 "Wanda" Polish Ladies Singing Society, 540 Noble St.

CHURCHES

There are 1,077 churches in the city and it would be manifestly impracticable to give a complete list in a work of this character. By reference to the City Directory (see index in front part for "Churches") the address of any desired church may be ascertained. The list here presented comprises the leading ones, noted for architectural beauty, popularity of pastor or their music.

Baptist.

Immanuel Church, Michigan Ave. and Twenty-third St., Rev. Johnstone Myers, D. D., Pastor.

La Salle Ave. Baptist Church, 439 La Salle Ave., Rev. Martin W. Black, Pastor.

Christian.

Jackson Boulevard Church, 1010 W. Jackson Blvd.,
Rev. Parker Stockdale, Pastor.

North Side Church, Sheffield Ave. and George St.,
Rev. Will F. Shaw, Pastor.

Congregational.

First Church, Washington Blvd. and Ann St., Rev.
W. A. Bartlett, Pastor.

New England, Dearborn Ave. and Delaware Place,
Rev. Percival F. Marston, D. D., Pastor.

Independent.

Central, The Auditorium Theater, Wabash Ave. and
Congress St., Rev. F. W. Gunsaulus, Pastor.

Moody's Church, Chicago and La Salle Aves., Rev.
A. C. Dixon, Pastor.

Lutheran.

Holy Trinity, La Salle Ave. and Elm St., Rev. George
B. Hancher, Pastor.

Grace Church, Belden Ave. and Hamilton Ct., Rev.
T. F. Dornblaser, Pastor.

Jewish.

North Side Church, La Salle Ave. and Goethe St.,
Abram Hirschberg, Rabbi.

Sinai Congregation, Indiana Ave. and Twenty-first
St., Rev. E. B. Hirsch, Rabbi.

Christian Scientist.

First Church of Christ, 4017 Drexel Blvd., Wm. A.
Buttolph, Reader.

Third Church of Christ, Washington Blvd. and Leavitt
St., Theodore Stanger, Reader.

Methodist Episcopal.

First M. E. Church, Clark and Washington Sts., Ernest Wray Oneal, Pastor.

Grace M. E. Church, La Salle Ave. and Locust St., Abel M. White, D. D., Pastor.

Presbyterian.

Fourth Presbyterian Church, Rush and Superior Sts., Dr. J. N. Freeman, Pastor.

Second Presbyterian Church, Michigan Ave. and Twentieth St., Rev. John Balcome Shaw, Pastor.

Protestant Episcopal.

Grace Church, 1439 Wabash Ave., Rev. W. O. Waters, Rector.

St. James Church, Cass and Huron Sts., Rev. James S. Stone, Rector.

Reformed Episcopal.

Christ Church, Michigan Ave. and Twenty-fourth St., Rt. Rev. Charles E. Cheney, D. D., Rector.

St. Paul's, Winchester Ave. and Adams St., Rt. Rev. Samuel Fallows, D. D., LL. D., Rector.

Roman Catholic.

Cathedral of the Holy Name, Superior and N. State Sts., Father M. J. Fitsimmons, Pastor.

St. Mary's, Wabash Ave. and Eldridge Ct., Rev. Peter J. O'Callaghan, Pastor.

Unitarian.

Church of the Messiah, Michigan Ave. and Twenty-third St., Rev. W. H. Pulsford, Pastor.

Third Unitarian Church, Monroe St. near Kedzie Ave., Rev. Fred A. Well, Pastor.

Universalist.

Church of the Redeemer, Warren Ave. and Robey St.,
E. A. Bartlett, Pastor.

St. Paul's, Prairie Ave. and Thirtieth St., Rev. Lorenzo D. Case, D. D., Pastor.

Catholic Apostolic.

Catholic Apostolic Church, (English) 311 La Salle Ave., Joseph Blackstock, Chief Pastor.

Rationalist.

Meets in Orchestra Hall, 169 Michigan Ave., 11 a. m.,
Sundays, Oct. 1st. to May 31st only. M. M. Mangasarian, Lecturer.

CHICAGO SUNDAY EVENING CLUB

Visitors to Chicago who spend Sunday here will be especially interested in the Chicago Sunday Evening Club, which meets at Orchestra Hall, 165 Michigan Avenue, every Sunday evening from October to July. This club was organized by the leading business men of Chicago for the purpose of providing a religious service in the center of the city which, without any tinge of denominationalism or sectarianism, would be a source of Christian inspiration and helpfulness to those who might attend. Chicago, as compared with other cities of its size is peculiar in this respect—there are no downtown churches. The so-called "Loop District" is virtually taken up with business houses and hotels and the churches have moved out to be nearer the residence districts.

The movement is liberally supported by business men and the speakers who appear on its program are frequently men of national and international reputation;

such as Governor Hughes of New York, Senator Beveridge of Indiana, Dr. Newell Dwight Hillis of Brooklyn, Dr. Benjamin Ide Wheeler of California, Dr. Frank W. Gunsaulus of Chicago, and Dr. Spurgeon of England.

The club maintains a large and well drilled chorus, so that the combination of speaker and music makes the evening service unusually attractive. The seats are free and a cordial invitation is always extended to strangers visiting Chicago. Some idea of the success of this movement may be gained from the fact that the attendance has averaged considerably over 2,000 since the meetings were organized about a year ago. The fame of the organization has spread and already other large cities are planning clubs along similar lines.

The officers are: President, Clifford W. Barnes; First Vice President, Adolphus C. Bartlett; Vice Presidents, John G. Shedd, Charles L. Hutchison, Frank H. Armstrong, and Richard C. Hall; Secretary, Philip L. James, and Treasurer, John T. Pirie.

CONSULATES

Argentine Republic, 120 Michigan Ave., Consul, Eduardo Oldendorf.

Austria-Hungary, 816, 184 La Salle St., Consul-General, Alexander de Nuber.

Belgium, 506, 217 La Salle St., Consul, Charles Henrotin.

Bolivia, 1502, 181 La Salle St., Consul, Frederick W. Harnwell.

Brazil, 206, 19 Wabash Ave., Consul, Stuart R. Alexander.

Chile, 57 Twenty-second St., Consul, M. J. Steffens.

Costa Rica, 188 Madison St., Consul, Berthold Singer.

Cuba, 504, 188 Madison St., Consul, Louis F. Vallin.

Denmark, 407, 59 Dearborn St., Consul, George Beek.

Dominican Republic, 832, 204 Dearborn St., Consul, Frederick W. Job.

Ecuador, Fourth floor, 169 Adams St., Consul, Louis J. Millet.

France, 1511, 59 Clark St., Consul, Baron Houssin de St. Laurent.

German Empire, 1405, 206 La Salle St., Acting Consul, P. F. Roh.

Great Britain, 605 Pullman Bldg., Acting Consul-General, Thomas Erskine.

Greece, 24, 69 Dearborn St., Consul, Nicholas Salopoulos.

Guatemala, 1209, 138 Washington St., Consul, Alfred C. Garcia.

Italy, 1611-13 Masonic Temple, Consul, Chevalier Guido Sabetta.

Japan, 705 Chamber of Commerce, Consul, Kazuo Matsubara.

Mexico, 1645, 84 Van Buren St., Consul, Augustin Piña.

Netherlands, 85 Washington St., Consul-General, George Birkhoff, Jr.

Nicaragua, 188 Madison St., Consul, Berthold Singer.

Norway, 1320, 108 La Salle St., Consul, Frederick Herman Gade.

Ottoman Empire, 506, 217 La Salle St., Consul-General, Charles Henrotin.

Panama, 14, 86 Washington St., Consul, C. Gilbert Wheeler.

Persia, 519 S. Canal St., Consul-General, R. T. Crane, Jr.

Peru, 225, 205 La Salle St., Consul, W. M. L. Fiske.

Portugal, 419, 203 Michigan Ave., Consul, Count Santa Eulalia.

Russia, 51 Lincoln Park Blvd., Consul, Baron Shilling.

Siam, Auditorium. Consul, Milward Adams.

Spain, 188 Madison St., Consul, Berthold Singer.

Sweden, 142 Washington St., Consul, John R. Lindgren.

Switzerland, 172 Washington St., Consul, Arnold Holinger.

Uruguay Republic, 1614, 79 Dearborn St., Consul, John Moffitt.

SIGHT SEEING CAR RIDES

The street car rides are designed to show the visitor all sections of the city. As mapped out in the following pages they cover about seventy-five miles of travel and those more briefly designated will take the visitor fully as many more.

Street Car Ride Number One

Includes Chicago Historical Society, Newberry Library, Medinah Temple, Lincoln Park, Graceland Cemetery, Evanston and many points of minor interest. (For detailed description of points named, see "Points of Interest"). The outward trip is via North Clark Street surface car to limits barn, transferring to Evanston surface car. Return by Northwestern Elevated. Fare 20 cents for continuous round trip and 5 cents for each stop made. About 25 miles out and back. Stops recommended: Chicago Historical Society, Newberry Library, Lincoln Park, Graceland Cemetery, and Northwestern University campus in Evanston.

The start is made by taking a car marked "N Clark St." at Monroe and Dearborn. We proceed north in

Dearborn through the skyscraper section, west one block in Randolph St. into Clark St. and cross the Chicago river where a view is to be had of the river and shipping. Immediately beyond is a great wholesale center for hides, wool, broomcorn, and oils. At Michigan street is the old Revere House, much patronized by the lesser theatrical people, particularly vaudeville artists. It is here the jurors of the Criminal Courts are kept.

To the right in this street is seen the Criminal Court Building with the County Jail immediately at its rear. Just beyond the next street, Illinois, is the Palace Hotel, patronized almost exclusively by vaudeville and other theatrical people. Two blocks beyond the hotel is Ontario St., one block east in which is the Chicago Historical Society building. Four blocks beyond Ontario St. is Chicago Ave. where we view Bush Temple, a building of unique design in which is one of the best playhouses outside the Loop district. Opposite Bush Temple in Chicago Ave. is the Chicago Avenue Police Station, quite prominent in criminal affairs of the city. In a show window in Clark Street, second building beyond Chicago Ave., is exhibited a section of wooden pipe with joint—the first water pipe laid in Chicago. The third building beyond the Bush Temple, west side of the street, is Turn Gemeinde Hall in which is the North Side Branch of the Illinois Free Employment Bureau which in one year has secured as many as 10,000 positions for applicants, male and female. One block farther on is Washington Square, at the eastern side of which is Medinah Temple, while facing the square at the north is the Newberry Library. West one block in the next street is the Henrotin Memorial Hospital. At the end of the third block beyond the library is a three

story brick structure housing the General Offices of the Chicago Railways Co., controlling the North and West Side systems. Beyond this is a yellow brick building, the First Cavalry Barracks, Illinois National Guard. At 643 Clark St. is a handsome structure in stone and brick, the home of the Germania Maennerchor, a club composed of those of German birth and a very prosperous organization including in its membership, numbering about 600, some of the most prominent German-American and other citizens of the city.

Opposite the club is the eight story Plaza Hotel fronting the south end of Lincoln Park. If desired we may leave the car either here or at Center St. and view the park, but it is better to make a separate trip for this as properly to inspect its many interesting sights will consume much time—several hours at the least.

At Center St. we see (to the right) the Chicago Academy of Sciences with the Luzerne Hotel opposite. Just beyond (in a "point" formed by two streets) is the Relic House, the walls of which are formed of relics of the Chicago fire of 1871. Nearby is the North Chicago Hospital. At the Limits Barn we transfer to an Evanston car. After leaving the barns the first street passed is Diversey Boulevard which connects Lincoln Park with Logan Square, being the north connecting link of the boulevard system. A short distance beyond Diversey the car reaches and turns into N. Halsted St., the second longest street in the city. To the left is seen a large frame residence in spacious grounds—the Old Clark Homestead, typical of Chicago's earlier fashionable homes.

At the corner of Addison St. is the Forty-second Precinct Police Station and at the corner of N. Halsted and Grace Sts. is the Bismarck Garden, a popular summer

amusement resort. Beyond the garden to the right in Edgecomb Place is the Marine Hospital where Uncle Sam's fresh water sailors, who are sick or disabled, are cared for. Along here are many high class apartment houses and residences. At Buena Ave. we may leave the car, if desired, and, walking west two blocks visit beautiful Graceland Cemetery. Just beyond Buena Ave. the line crosses Sheridan Road, which at its southern end joins the Lake Shore Drive and is one of the show streets of the city, being lined with fine residences and high-class apartment houses. It is a very popular drive with automobilists. At about No. 1850 is seen the splendid new Graeme Stewart Public School, it being a type of the newer school buildings now being erected by the Board of Education. At Wilson Ave. we see the car yards, barns and shops of the Northwestern Elevated Railroad. This was until recently the terminus of that line but it now extends (on the surface) to Evanston. About two blocks farther on is one of the Chicago Water Works Pumping Stations.

Beyond this appear the two story red roofed buildings of the Edgewater Country Club. Adjoining Devon Ave., on the right, into which the car turns, are the grounds of the Edgewater Golf Club. We now begin to encounter some of the truck farms of which there are hundreds at the outskirts of the city. The car soon turns into Clark St. again and we see the Baseball Park of the Rogers Park Club. From this point we view nothing of more than passing interest, but the ride to Evanston is a charming one. At the city limits, (Howard Ave.) the conductor collects another 5 cent fare, shortly after which Calvary Cemetery is passed. This is one of the older Catholic burial places in the vicinity of Chicago. Arrived in Evanston we will leave the car at Davis St.,

where the cars turn around the central fountain, directly opposite the City Hall. To the north three blocks, and the east two, are the grounds of the Northwestern University, one of the largest institutions of learning in the west and the center of the famous "Four-mile Limit," a provision provided for by the legislature in granting a charter to the University, that there should be no intoxicating beverages of any kind sold within four miles of the center of that property. This limit extends into Chicago as far as Devon Ave. Evanston is frequently termed "the bedroom of Chicago," a great many prominent men with business in Chicago having their homes in that suburb. Beautiful residences, boulevards, drives, the Orrington Lunt Library, and a great many other features incidental to university town life are to be seen on every hand.

At Davis or Central Streets a Northwestern Elevated train is taken for the return trip to the city. The road runs at grade to Lawrence Ave. where it becomes "elevated." The novelty of a long ride via the elevated probably will appeal to the stranger unaccustomed to that method of locomotion. The train will carry us to the Loop, passing the C. & N. W. Ry. station at Kinzie St., the latter part of the trip being through a distinctively industrial portion of the city.

Car Ride Number Two

This ride includes an industrial section of the city, Dunning (County Institutions), Milwaukee Ave. and Union Park. A 25 mile ride for 10 cents. (For detailed description of points named, see "Points of Interest.")

Elston Ave. car (fare 5 cents with transfer) from the corner of State and Randolph, State and Lake or in Lake St. between State and the river.

Note: Dunning institutions are open to the general public on Tuesdays only.

The route of the car is through Lake St. under the elevated structure to the Chicago River. This Lake St. section of Chicago up to the time of the Chicago Fire, 1871, was the main business street of the city. From Lake St. the car turns into Milwaukee Ave. at Canal St., this section of the city being largely given over to machine shops and dealers in machinery and things pertaining thereto. We now cross a long viaduct over a maze of railway tracks with C. M. & St. P. freight house No. 3 to the left. Milwaukee Ave. is the leading retail street of the Northwest side and extends diagonally through that section more than ten miles. The portion of the street through which we shall first pass is occupied by stores catering for the most part to the foreign born element. At 409 is the Security Bank, occupying the same building as the bank wrecked by Paul Stensland, which financial catastrophe created considerable local excitement at the time.

After crossing Chicago Ave. the car turns north into Elston Ave. and we here have a view of a busy industrial district. Many large tanneries lie along this avenue. After crossing Division St. we see the twin spires of the Polish Catholic Church, having one of the largest and wealthiest congregations in the city. Along here to our right, but hidden by the adjoining buildings, lies Goose Island, one of the bridges to which is in North Ave.

Humboldt Park Blvd., part of the north connecting link of the boulevard system is soon crossed. River-view, a popular summer amusement park, is visible just beyond and at 1950 is Brand's Park, where many organizations hold annual picnics.

At Irving Park Blvd. we transfer to a west bound

Irving Park Blvd. car. At this point is Excelsior Park, also a popular picnic resort. In Irving Park Blvd. we pass under the tracks of C. & N. W. Ry. and farther on, the C. M. & St. P. tracks. Just beyond the second railroad subway Milwaukee Ave., (from which we turned about six miles back,) is crossed, and about one mile beyond we view the Norwegian Lutheran Children's Home, the next point of interest being Dunning, the seat of Cook County public institutions.

From Dunning we return to Milwaukee Ave. via the Irving Park line, transferring to the Milwaukee Ave. car at that point. Milwaukee Ave. is for a long distance lined with shade trees and attractive, if modest, homes. St. Joseph's Orphan Asylum is at 2950, and a little beyond is the Logan Square Baseball Park. Opposite 2532 is Logan Square, forming the northwest corner of the city's boulevard system. Just beyond this we see the terminus of the Logan Square branch of the Metropolitan Elevated Railroad. At 1911 is the Logan Square branch of the Chicago postoffice. At Ashland Ave. we transfer to a south bound Ashland Ave. car. At 512 Ashland Ave. is one of the city fire engine stations and at 415 the Wells Public School, erected in 1884, one of the older types of Chicago school buildings.

Beyond we pass under the C. & N. W. Ry. along which for a long distance are large industrial plants. At Lake St. we leave the car and walk through Union Park. Not far from the central lagoon is a statue in bronze (the work of Frederick C. Hibbard) of Carter Harrison, former mayor of Chicago. At the edge of the square is the monument in bronze by J. Gelert, commemorating the Haymarket Riot. Here we take an east bound Ogden Ave. car for the city. At Sangamon St. we enter Haymarket Square the actual scene of the riot and bomb

throwing which occurred on the night of May 4, 1886. In this world famous riot seven policemen were killed or fatally wounded and many others seriously hurt. From the square to the river is a section of the city largely given over to machine shops, foundries and sellers of machinery. Arrived within the Loop we end the present ride.

Street Car Ride Number Three

Including Garfield Park, Madison St., Douglas Park, Ogden Ave., Twelfth St., The Ghetto and some very large industrial sections of the city (for detailed description of points named, see "Points of Interest.") take Madison St. car. Fare 5 cents.

A Madison St. car may be taken anywhere in Washington or Madison Streets, east of the river. We proceed west in Madison St. and cross the south branch of the Chicago River. At the end of the bridge in Canal St., is the Union Passenger Station. The property from Canal to Clinton St. for four blocks north is being removed to make way for the magnificent new Northwestern Railway Station which will, together with improvements appertaining thereto, cost close to \$25,000,000. At 111 Madison St. is the Hotel Lafayette a West Side landmark, erected in 1874 and used continuously for hotel purposes since. Madison St., from the river to Ashland Ave., formerly was the haunt of criminals, but in recent years conditions in this district have been greatly improved. Here is found the Haymarket Theater (vaudeville), opposite which is the Empire (burlesque). Near Madison, in Halsted St. is the Academy of Music, one of the low priced, but very popular playhouses of the city. This district is quite a theatrical center, the majority of the houses, however, catering

to lovers of melodrama. "Five Cent" theaters, showing motion pictures, are legion in this locality. Halsted St. is the main north and south business artery of the West Side and one of the most congested streets of the city. Ashland Boulevard, one mile farther out, is one of the exclusive residence streets of the West Side. At Robey St. is Lewis Institute, a polytechnic school of the highest order, for both sexes, founded in 1895, teaching mechanical engineering, mechanical arts, liberal arts, and domestic economy. There are approximately 1,000 day and 1,000 night students and a faculty of about 75. At Oakley Ave. is the New West Side Masonic Temple.

At Western Ave. a small but handsome structure, Victoria Hall, is seen and north one block in Western Ave. is one of the great power houses of the Chicago Railways Co. Two blocks further on, at Rockwell St. is a relic of the old cable car days, a cable power house, now converted into the Madison Gardens and used as a roller skating rink. We now pass under the tracks of the Pennsylvania Railway. The next point of interest is Garfield Park. Beyond the park the tract of land extending to Fortieth Ave., formerly was the West Chicago Driving Park, now entirely obliterated. At Fortieth Ave. we transfer to a south bound Fortieth Ave. car. At Ogden Ave. we again transfer taking an east bound Ogden Ave. car for return to the city. Ogden Ave., a section of which we now pass through, is beyond question one of the handsomest business streets in America. It is 106 feet between curbs, and with its 18-foot walks has a total width of 142 feet. The paving is asphalt and through its center runs a line of ornamental iron trolley poles. Just after passing under the Douglas Park branch of the Metropolitan Elevated road we see Millard Ave. station of the Chicago Postoffice and very

soon arrive at Douglas Park. Here is seen a five story salmon colored brick structure, the Jewish Old People's Home, fronting which is the Douglas Park Gymnasium with running track, and physical training equipment for both children and adults. The tall building back of the gymnasium, with red roof and central cupola is St. Anthony's Hospital. To the right of this building is a five story structure, one of the State Homes for the blind.

Our car now passes through the center of Douglas Park, the older portion lying to the north of Odgen Ave. The section of Ogden Avenue beyond is parked and soon we mount a viaduct from which is seen a network of railway tracks and many huge industrial plants, this being a manufacturing center of immense proportions. Shortly after leaving the viaduct the car crosses Twelfth St. where we transfer to an east bound Twelfth St. car. In that street opposite No. 972 is seen St. Charles Church and south in Robey St. is one of the new public school buildings. Just beyond is the Church of the Holy Family and St. Ignatius College just beyond which Blue Island Ave. is crossed, it being in times past the principal business street of the Southwest Side. From here to the next viaduct we pass through the Ghetto where fully two-thirds of the inhabitants are of the Jewish race. Two blocks beyond Halsted St. is Jefferson St. which, from Twelfth St. to Fourteenth St., contains the Ghetto Market, an institution full of interest. At 137 DeKoven St., two blocks north from Twelfth St., the great Chicago Fire of 1871 started; a tablet placed on the building at that number attests this fact.

We now pass through a section occupied largely by rag and old iron merchants. From Twelfth St. viaduct is seen an intricate network of railway tracks, many

huge industrial plants and grain elevators, in which are stored millions of bushels of grain.

The car now crosses the south branch of the Chicago River and turns north past the B. & O. freight-house beyond which is the Grand Central Station. Thence it proceeds east in Van Buren St., the southern boundary of the Loop, and we are again downtown, where the trip ends.

Street Car Ride Number Four

Includes the southern section of the city, Chicago Union Stock Yards, White City, Sans Souci, University of Chicago and Jackson Park. (For detailed description of points named see "Points of Interest"). About 17 miles in all. Fare 10 cents.

Taking a car marked "Halsted & 79th" at Clark and Washington Sts. or anywhere in Clark St. south of Washington, we are carried south in Clark St. past the Federal Building and at Harrison St. we see one block west the old Harrison Street Police Station, one of the most famous in the city; St. Peter's Church, one of the older landmarks of this section of the city, is at the corner of Polk St. Beyond to the west at Twelfth St. are a number of grain elevators. From this point the car passes through a tenement district largely inhabited by Italians. To the east of it is the "colored belt." At Eighteenth St. is St. John's Church. The car now turns into Archer Ave., once known as "the Archer Road." Approaching Halsted St., the Halsted Street vertical lift bridge (190 feet high) is seen. This structure opens to let boats through by lifting the roadway straight up in the air to a height of 155 feet.

A short distance northwest of this point are the great lumber working plants, where millions of feet of lumber

are daily worked up into sash, door and building material of various kinds. The car now is in Halsted St. after crossing "Bubbly Creek" a notoriously unsavory inlet of the Chicago River, we reach the main entrance to the Union Stock Yards. South of the stockyards entrance a short distance is the Transit House, the stockyards hotel, much patronized by stockmen from all over the west. Just beyond the Transit House is an immense building, the International Ampitheater, the second largest building in the country.

From Halsted St. we have a view of some of the stock yards packing plants and buildings. Just beyond the yards is the Nineteenth Precinct Police Station. Luna Park, one of the city's smaller summer amusement resorts is at the corner of Fifty-first St. Garfield Blvd., the southern link of the boulevard system, is a section of Fifty-fifth St. The Englewood Hospital is seen one block west of Halsted St. at Sixtieth St. At Sixty-third St. we transfer to an east bound Sixty-third St. car. This corner is the business center of the Englewood district which alone contains 150,000 inhabitants. Outside the Loop there probably is no other corner in the city where as great a number of persons pass daily. The Sixty-third St. line is the busiest cross line in the city, thousands of passengers being carried each day. The fine new National Theater is in Halsted St. just north of Sixty-third. Sixty-third St. is seven miles from the loop, but nevertheless it is solidly lined with business houses from Jackson Park west for four miles. There is little of special interest until the car has passed under the four railway viaducts at State St., which thoroughfare is crossed as we emerge from the subway under the viaducts. A short distance beyond this is the White City, famed as a popular amusement park,

and north of Sixty-third St. is the site of the old Washington Park Race Track which was quite celebrated in its day and the scene of some fiercely contested races between world famous horses. Here, occurred the annual event known as the "American Derby" which brought out some notable gatherings of fashionable people from all over the country. To the rear of this is seen Anson's Ball Park, owned and managed by Captain A. C. Anson, widely known in baseball history.

The tall steel tower east of the ball park marks Sans Souci Park, another largely patronized amusement resort. Adjoining Sans Souci is Washington Park and quite near by is the University of Chicago. Our car continues in Sixty-third St. to Jackson Park one of the largest and most attractive parks in the city. Returning we board the South Side Elevated at Stony Island Ave. station where we arrived by the surface car, and are carried west over Sixty-third St. Just beyond Lexington Ave. station we get a glimpse of the University of Chicago buildings with their red roofs and gray towers. A small section of Washington Park is visible from the train and many fine apartment houses are to be seen in the neighborhood. From Fortieth St. the road runs in the alley between Wabash Ave. and State St. At Twenty-sixth St. station is seen the South Division High School and at Twenty-second St. the Lexington Hotel, two blocks east. North of Eighteenth St. a fine view is had of the Coliseum, the scene of many national conventions, and at Twelfth St. the Central Railway Station may be seen. From this point on glimpses of Grant Park and the lake are caught in the cross streets and between the buildings. The train turns into Wabash Ave. at Harrison St. and at Congress St. station the Auditorium Hotel and theater building is seen to the right. We are

now on the Loop structure and, if desired may ride entirely around on the Loop, or leave the car at any one of its eleven stations.

Car Ride Number Five

Includes Cottage Grove Ave., Oakwoods Cemetery, Jackson Park, Midway Plaisance, Washington Park, Sans Souci and Wentworth Ave. (For detailed description of points named see "Points of Interest.") Fare, 10 cents round trip and 5 cents for each stop made.

This ride is begun by taking a Cottage Grove Ave. car at Wabash Ave. and Randolph St. The route is south in Wabash Ave. through the retail musical and book-selling center of the city. The Kuntz-Remmler Restaurant, one of the popular high-class eating places, is opposite the Auditorium Building at Congress St., a building containing the Auditorium Theater and hotel. At Hubbard Court is the International Theater, the home of English Grand Opera in Chicago. At No. 482 is St. Mary's Church. The new Garden Theater is one short block beyond, at the corner of Peck Court. The Central Passenger Station is seen one block east of Wabash Ave. at Twelfth St. The Wabash Ave. Methodist Episcopal church is passed at Fourteenth St. The Coliseum is in Wabash Ave. near Fifteenth St. Opposite it is the Haven School.

At Eighteenth St. the car turns east in that thoroughfare and we see straight ahead at the end of Eighteenth street, the Fort Dearborn Massacre Monument. A turn to the south in Indiana Ave. is now made and at Twenty-first St. we see to the left the First Presbyterian Church and at the right Sinai Temple, a Jewish synagogue. At Twenty-second St. the car passes into Cottage Grove Ave. East in Twenty-sixth St. may be seen Mercy

Hospital and at Twenty-ninth St. to the left is the Michael Reese Hospital. The Lakota Hotel may be seen one block west at Thirtieth St. At Thirty-third St. is the Hotel Warner. We now pass two small parks, Groveland and Woodland. In Douglas Monument Park, a small square at the foot of Thirty-fifth Street, is the tomb of Stephen A. Douglas, who contested with Abraham Lincoln for a seat in the United States Senate. At Thirty-fourth St. is the Chicago Baptist Hospital. One block to the west near Thirty-ninth St. are the large new car barns of the Chicago City Railway Co. At the Northeast corner is the Drexel Cafe, a popular resort with "south siders." The north end of Drexel Blvd., one of the show streets of the city, is now passed. To the left is the Drexel Arms Hotel. Oakland Music Hall is at 3997, opposite which is one of the substations of the Chicago Post Office.

St. Xavier Academy, a fine building in large grounds is at Forty-ninth St. We now come to Washington Park and see to the left Drexel Square, with Drexel Fountain in bronze. Just beyond, the conservatories, stables, and power houses of the park are seen. At Fifty-eighth St., looking two blocks east are the buildings of the University of Chicago, which face the famous Midway Plaisance, of World's Fair memory. This boulevard is the connecting link between Washington and Jackson Parks. At Sixtieth St. is Sans Souci Park. Notable philanthropic institutions nearby are the Jewish Peoples' Homes for Orphans and the Aged. At Sixty-third St. we are seven miles from the Loop. White City is about one-fourth mile to the west. Its central light tower may be seen a little farther on. At Sixty-seventh St. is Oakwoods Cemetery, where the Confederate soldiers' monument is located. Here we transfer to an east bound Sixty-seventh St. car.

The main entrance to Oakwoods Cemetery is passed a short distance east of Cottage Grove Ave. The car carries us to Stony Island Ave. where we transfer to any north bound car in that street and ride to the terminus of the line at Sixty-third St., passing the edge of Jackson Park en route. At Sixty-third St. we are not far from the center line north and south of Jackson Park. The Field Museum, boat house, etc., lie farther north, while the lagoon, yacht harbor, and the Jackson Park Yacht Club are at the east side of the park. The Public Golf Links are quite near Sixty-third and Stony Island Ave. Carriages here will take one about the park for a 25 cent fare. Time 35 minutes. Continuing our trip we walk north in Stony Island Ave to Sixtieth St. which marks the southern boundary of the Midway Plaisance. In Sixtieth St. we pass under the Illinois Central tracks to Washington Ave. where we will take a car for return to the city. To the north across Midway Plaisance is seen the Hotel Del Prado and the buildings of the University of Chicago. The latter institution may well be visited from this point. At Cottage Grove Ave. the car crosses the line on which we came out, with Sans Souci Park on the right. To the left, from here to the elevated tracks, was the site of the Old Washington Park race track, very famous in its day.

At State St. we pass under the Englewood branch of the South Side Elevated. At Fifty-ninth St. the car again turns west and we pass under the Rock Island Ry. tracks. To the right is the North Englewood Congregational Church. At Wentworth Ave., just beyond the church, we transfer to a North bound Wentworth Ave. car. Garfield Boulevard, the southernmost connecting link of the boulevard system, is crossed at Fifty-fifth St. Just beyond this the car passes under an elevated

structure over which pass, one above the other, steam trains and not infrequently elevated cars. It sometime happens that while a surface car bowls along below, an elevated train is above and a steam railway train between the two. At Thirty-ninth St. is seen to the left, the American League Baseball Grounds, known locally as the White Sox Park. Just beyond Thirty-fourth St. is the new Seventh Regiment Armory, a large handsome structure.

At Twenty-fifth St. three blocks east, is the Wesley Hospital. Little more of special interest is seen until the downtown district is reached. The car continues through the Loop section to Clark and Washington Sts., where the sight seeing ride ends.

OTHER INTERESTING STREET CAR RIDES

River Forest and the Des Plaines River.

Lake St. line transferring at West Fortieth Ave. to Madison St. line. Fare 10 cents round trip.

River Forest is an aristocratic West Side residence suburb. Notice the old ivy covered church and public library.

Riverside.

Ogden Ave. car transferring to Fortieth Ave. Round trip 20 cents. Long delightful ride through Morgan Park, Berwyn, Clyde and Riverside. Many picnic grounds. Popular route for special trolley party cars.

Madison Street.

Madison St. cars to the end of the line is a long, pleasurable ride. Its first portion is included in Car Ride No. 3.

Bowmanville.

Lincoln Ave. car. Fare 10 cents round trip.

This is a long, pleasant ride out N. Clark St. and Lincoln Ave. to Bowmanville, which in earlier days was a small German settlement. The German element still predominates. Truck gardening is the main industry. The ride is an interesting one and the cars are large and comfortable.

North Avenue.

N. Clark St. cars, transferring to North Ave. line at North Ave. Fare round trip 10 cents. Humboldt Park is reached via North Ave. Return trip may be made by Grand Ave. line.

South Chicago, Kensington and Pullman.

Round trip fare 20 cents.

This is a very long ride, consuming about four hours. Take South Side Elevated to Stony Island Ave. Station. South Chicago, Kensington or Pullman car from there, according to the place it is desired to reach.

LAUNCH TRIPS

At the east end of the Randolph St. viaduct and at the Clark St. bridge are launches which make regular trips at short intervals. during the summer months, to Lincoln Park, fare 25 cents round trip. These rides take one into the open lake, the last named affording a view of the Chicago River from Clark St. to the lake, and many of the passenger steamship docks. Launches may be chartered at the rate of \$2.00 per hour for the purpose of inspecting the Chicago River, or for other trips; apply at east end of Randolph St. Viaduct.

SIGHTSEEING AUTOMOBILES

To those who desire to see the most territory in the least possible time and at a minimum of expense the "Sightseeing" automobiles are to be recommended. They make regular trips over scheduled routes laid out with a view to showing the visitor the best and most interesting portions of the city.

Sightseeing automobiles leave the Saratoga Hotel, Dearborn near Monroe St., four times daily and Sunday (at 10 a. m., 2:30 p. m., 3:30 p. m., and 4:30 p. m.) for the Lake Shore Drive and Lincoln Park. Fare, round trip, 50 cents. The time occupied in taking this trip is one hour. The famous Lincoln Park is thoroughly covered. Other interesting points to be seen are the State St. bridge, a triumph of mechanical engineering, South Water St., the great market thoroughfare, waterworks tower, Potter Palmer "Castle," statues and monuments of Lincoln Park, Barry Beach, Sheridan Drive, and the Marine Hospital. Trips to the South Side are made twice daily and on Sunday leaving the Saratoga Hotel at 10 a. m. and 2:30 p. m. Time, 2 hours. Fare, round trip, \$1.00. Among the interesting "sights" afforded by this trip are the main business district, State St., Jackson Blvd., Michigan Ave., Grand Blvd., Washington and Jackson Parks, Midway Plaisance and the University of Chicago. Residences of many prominent Chicagoans are passed en route among which may be mentioned those of N. K. Fairbank, H. N. Higinbotham, C. D. Peacock, Michael Cudahy, Charles T. Yerkes, E. Mandel, Mrs. P. D. Armour, Jr., J. Ogden Armour, John G. Shedd, Chauncey Blair, A. S. Trude, G. M. Pullman, Fernando Jones, Marshall Field, Edson Keith, P. D. Armour, Dr. F. W. Gunsaulus,

Rabbi E. Hirsch, Mrs. Chas. Netcher, A. C. Honore, Ferd. W. Peck, and P. A. Valentine.

Another line of sightseeing automobiles makes three trips daily from the corner of Wabash Ave. and Monroe St. opposite the Palmer House, to the South Side, visiting all principal points of interest. Distance covered 26 miles. Time about 2 hours. Fare, round trip \$1.00. Special night trips, over brilliantly lighted thoroughfares, to the White City and Sans Souci are made by these automobiles. These trips are discontinued in the winter.

A FEW OF THE BEST AUTO DRIVES IN AND ABOUT CHICAGO

Chicago to Milwaukee.

Chicago to Lake Geneva, via Half Day.

Chicago to South Bend, Ind.

Chicago to Elgin, to Aurora, to Chicago.

Chicago to Joliet, to Aurora, to Chicago.

Chicago to Rockford.

POINTS OF INTEREST

Under this caption it is intended to give the visitor a description of such particular institutions and places in Chicago as would seem to be of most general interest.

These "points" are here arranged in alphabetical order, and can also easily be found through the index in the back of the guide. A number of the places described have already been mentioned in passing but are here considered more carefully and at length.

Abattoirs and Meat Packing Plants

Best reached by South Side Elevated, changing at Indiana Ave. and Fortieth St. to Stock Yards Branch. Get off at Morris, Swift, Packers Ave., or Armour Stations.

The district known as Packingtown lies directly back of the stockyards and covers an area of about 200 acres. The visitor will ordinarily enter this district by way of Exchange Ave. after having first visited the stockyards whence the packers obtain most of their material.

Chicago is the principal live stock and meat packing center of the United States. Of the forty meat packing plants in Chicago all but a very few are located in this district, including all the great concerns whose names are known the world over. All of these concerns are under the immediate supervision of the United States Department of Agriculture.

The farmer ships his live stock to Chicago consigned to a commission merchant at the Union Stock Yards who offers it for sale to the highest bidder. Two hundred and fifty buyers representing various packers,

local slaughterers, and exporters, are always busy here. All buying must be finished by 3 o'clock each day and paid for in cash. One million dollars changes hands in Chicago every working day of the year for live stock alone.

The abattoirs located here have the advantage of location in the world's greatest live stock market and through the use of modern mechanical appliances, together with highly efficient business management and scientific utilization of all waste materials they have developed a volume of business unequaled elsewhere in the world. A partial list of by-products manufactured follows:

- Laundry and toilet soap.
- Glue and gelatine.
- Sandpaper and isinglass.
- Lubricating and lighting oils.
- Bones, knife handles, buttons
- Fertilizers.
- Casings.
- Hides and pelts.
- Wool.
- Tallow and stearine
- Ammonia
- Pepsin.
- Glycerine.
- Stock foods.
- Feather pillows.
- Bristles.

Various Chicago packers collectively ship on an average about 500 loaded cars of product daily during the year, the product being distributed, not only throughout this country, where branch houses are erected and

maintained in every city of any prominence, but all over the world.

A number of recently erected buildings are of steel and concrete construction lined throughout with white enameled brick and from a sanitary and hygeinic standpoint are the highest type of buildings in existence where food products are prepared. Manicure service is furnished gratuitously to thoroughly impress upon employees the need of scrupulous cleanliness.

Most of the great packing houses here have branches in other cities and countries. As indicating something of the magnitude of the packing interests centered here the following statistics covering the business activities of a single large concern, may be of interest.

Coal consumed during year 1907, all plants,	
tons	592,066
Horsepower, engine rooms.....	69,000
Electric lights.....	40,158
Rated capacity generators—kilowatts....	6,635
Electric motors, horsepower	8,468
Hickory wood burned, for smoked meats,	
cords.....	5,147
Telegrams sent and received.....	1,455,201
Letters sent and received.....	5,109,578
Salt used in curing, tons	108,623
Sugar used for curing hams and bacon,	
pounds.....	2,858,215
Wooden boxes manufactured and shipped..	7,119,513
Tins packed with lard.....	6,744,718
Barrels and tierces used.....	1,303,243
Parchment paper purchased, pounds.....	1,655,439
Employees, all plants.....	25,000

All the packing houses make a specialty of showing visitors through their plants furnishing guides and pro-

viding rest rooms. No passes are required to gain admittance. The start is made from the visitors' reception room as soon as a party of sufficient size has been gathered. The U. S. Inspectors can be observed carrying out the regulations of congress, respecting food products.

In general one packing plant is much like another, though all have certain specialties, so that a careful inspection of one of the largest gives an idea of the essential features of all. If the visitor is especially interested in the methods of manufacture of prepared foodstuffs there is one large concern which devotes itself exclusively to this end of the business, putting out every month about 10,000,000 cans of corned beef, ox tongue, mince meat, etc. A part of this output is used as rations for the British Army.

Academy of Sciences and Museum of Natural History

Lincoln Park. (Street car ride No. 1.) Admission free. Open daily, except Sundays and holidays, 9 to 5. This museum contains well arranged and well cared for specimens as follows: Mollusca, 50,000; paleontological department, 22,000; mineralogical, 11,000; entymological, 35,000; and ornithological, 7,000, besides other small collections and a library of 27,000 books and pamphlets, dealing mostly with proceedings of scientific societies. Also there are about 8,000 mounted botanical specimens and a skeleton of a mammoth standing 13 feet high. This is the only restored specimen of this species on exhibition at the present time. Total number of specimens in the museum about 225,000.

Art Institute

Michigan Ave. foot of Adams St. Open daily, 9 to 5, except Sundays, 1 to 5. Admission 25 cents, except

Wednesday, Saturday and Sunday free. Catalogue 15 cents.

The building is situated in Grant Park on the Lake Front. Standing apart from any other building the beauty of its classic Greek architecture may be fully appreciated. It contains valuable collections of paintings sculpture, and other objects of art, ranking with the best on the continent, and the largest, most comprehensive art school in America. There are 4,144 students enrolled in the various classes for the current year (1908-9). Each object in the collection is provided with an explanatory label. About 550,000 persons visit and examine the collections annually. The basement floor is devoted to school and work rooms. The main floor, Rooms 1, 5, 8, 10, 12 and 14 contain the Elbridge G. Hall collection of casts of Ancient and Modern Sculpture with a few original modern works in Rooms 12 and 37. Room 6 contains the Higinbotham collection of Naples bronzes; Room 11, old French sculpture; Room 13, musical instruments; Room 15, a small but good collection of scarabaei, beads and other Egyptian antiquities, also Greek vases, both glass and terra cotta; Room 16, oil paintings. Room 20 is Blackstone Hall, a gallery 200 feet in length with height and breadth in proportion, containing the great Blackstone collection of architectural casts, chiefly from French subjects. To the right Room 29, Ryerson Library of Fine Arts, contains 5,187 volumes. On the left is Fullerton Memorial Hall. This is a most artistic auditorium seating 488 people, and designed primarily as a lecture hall for the art students, but often used for other purposes in furtherance of the art life of the city. On the second floor are paintings, textiles and Japanese objects of art. Room 38 contains the Field collection of paintings, chiefly of the Barbizon

school. Room 39, Stickney room, modern paintings; Room 40, Albert A. Munger collection Japanese bronzes, porcelains, etc.; Room 42, Nickerson collection of jades, crystals and modern paintings; Room 44, Nickerson collection of water colors and engravings; Rooms 43 and 45, antiquarian collection of textile and decorative art; Rooms 46-7-8, porcelains, ivories, medals, etc.; Room 32, Hutchinson Gallery of Old Masters contains the most valuable collection of the Institute; Room 31, modern paintings; Room 33, Arundel reproductions, etc.; Rooms 29-30, occupied by temporary exhibitions varied from time to time. There are two floors above this given up entirely to art students. A dome and other extensive additions to the present large building are planned for the near future. This description will give an idea of the magnitude and importance of these collections of the works of the most famous artists, past and present.

Auditorium Building.

Congress St. between Michigan and Wabash Aves. This building, while notable because of its size and pleasing, though severely simple architecture, is absolutely unique in that it combines in the one building four features, each one pre-eminent in its line. These are as follows:

AUDITORIUM THEATER. Worthy of note as the second largest theater in the country, surpassed only by the Metropolitan Opera House of New York City. Its actual seating capacity is 4,039. To the left of the stage is a great organ rated among the finest in the world. The theater is most beautifully and harmoniously furnished and decorated. Its acoustic qualities are such that in spite of its great size a good speaker may from the stage

easily make himself heard in every part of the house. For many years the Auditorium Theater was the home of the famous Theodore Thomas Orchestra, and now each year during the Grand Opera season is filled to its capacity with the most brilliant audiences to be seen in Chicago.

Every Sunday morning at eleven (doors open at 10:30) Dr. F. W. Gunsaulus, one of Chicago's best known ministers, occupies the stage as his pulpit and preaches to great audiences. (See "Churches.")

AUDITORIUM OBSERVATION TOWER. (Admission 25 cents.) At the left of the theater entrance on Congress St. is an elevator which takes visitors to the top of the tower, 285 feet above the street, and one of the three highest points attainable in Chicago. As the tower directly faces Lake Michigan there is always a splendid view in that direction, and in general over the city, especially the Loop District.

AUDITORIUM HOTEL. Faces Lake Michigan and Grant Park. Entrance on Michigan Avenue. One of the largest and finest hotels in the United States. The Auditorium proper has 350 guest rooms and the usual complement of other rooms found in a modern hotel. The main banquet hall and dining room used for special occasions and semi-public functions has a seating capacity of about 1,000 and is located on the tenth floor. The Auditorium Hotel is connected with the Congress Hotel, otherwise known as the Annex, (both under same management), on the opposite side of Congress St., by a broad well lighted tunnel.

AUDITORIUM OFFICE BUILDING. Entrance on Wabash Ave. except to such offices as are located in the Tower. This is one of the largest and most finely equipped office buildings of the city. It is mainly occu-

pied by teachers and schools devoted to music and the other arts. On the ground floor are to be found several attractive stores.

Automobile Club of Chicago.

No. 13 Plymouth Place, near Jackson Blvd. This club will be of interest to motorists since it is the place at which motoring affairs of the city center. The club is strictly private but full information may be obtained here concerning any desired point touching on local automobile events.

Automobile Row.

Michigan Ave. south from Randolph St. is largely given over to motor cars and the average visitor will find enjoyment in watching the endless procession of autos as they pass at all hours. Michigan Ave. near Congress St. is about the best point from which to view the endless parade of motor cars. Beginning near this point and extending for about a mile south, will be found the salesrooms of most of the automobile manufacturers and dealers in automobile supplies.

Board of Trade.

La Salle St. and Jackson Blvd. Trading hours from 9:30 a. m. to 1:15 p. m. except Saturday when the closing hour is 12 o'clock.

This massive structure is located at the foot of La Salle St. which, more than any other, is the financial street of Chicago. The supremacy of Chicago as a grain market is undisputed and under the roof of this building is the very heart and center of the country's grain trade.

A large gallery for visitors is always open during trading hours and no formalities are necessary to secure en-

trance. If for any reason a visitor should wish to go upon the floor of the pit, as the trading area is called, during business hours, permission could be secured through a friend or acquaintance who is a member of the Board of Trade.

The din and confusion, especially when prices are rapidly fluctuating, are indescribable and to the average onlooker all is meaningless when as a matter of fact a regular system and orderly procedure is back of all the seeming chaos. For this reason the following explanation may not be out of place:

Any individual trader in the midst of the noisy crowd in the pit sees in all the clamor only the fixed determination of his fellows to buy at the lowest, or sell at the highest possible price. As to the general intentions of any man in the pit at the moment he has no doubt, though speech is not only impossible, under such conditions, but useless. This because the eye is quicker than the ear, and signals given with the hand or by a nod of the head mean as much to the initiated as would a written communication.

The sign language of the pit is simple and with a little practice may be mastered by anyone; but this is not saying he would have acquired all the requisites of a good broker. For example with wheat selling at 95 cents, one trader catches the eye of another in the pit who has 5,000 bushels to sell, and partly by telepathy, partly by motion of the clenched fist, signals that he will take the wheat at 95. The seller, in return, holds up his right hand with the first finger extended horizontally showing that he wants $95\frac{1}{8}$ cents. The buyer motions acceptance and signals back $\frac{1}{8}$. Then the two note on their cards, "sold 5 at $\frac{1}{8}$ Brown," and "bot at $\frac{1}{8}$ Smith." Later they meet and check up the operation.

The hand held horizontally, the fist clenched, then indicates the price in even cents. Each finger represents an added eighth of a cent up to five-eighths; the extended hand with fingers close together means three-quarters, and the thumb above means seven-eighths, but the whole hand displayed vertically means 25,000 bushels, each finger counting for 5,000 bushels. A slight motion of the hand to or from the trader signifies whether he wants to buy or sell. An official reporter in each of the trading pits, partly by observation and partly on information given him by traders on the spot, notes the latest price and at short intervals gives them to a telegraph operator close at hand to be put on the ticker. In this way the price of grain is made every minute during trading hours and immediately made known in all the markets of the world.

So long ago as March 13, 1848, thirteen men representing the commercial interests of that day in Chicago, organized the Board of Trade of the City of Chicago, and laid down the fundamental principles and policies which have made this exchange the greatest of its kind in the world, as well as a model for similar exchanges since formed elsewhere. At that time Chicago had a population of less than 30,000 and the whole state had only 157,000. For many years the Board had its abode in rented quarters but outgrowing these an exchange building was erected at La Salle and Washington Sts. in 1865, only to be destroyed by the great fire six years later. A year later it was rebuilt and in 1885 the present building at La Salle and Jackson was dedicated. Its membership at present is 1,726.

When the board was first organized in 1848 the total shipments of flour from Chicago for that year were only 45,000 barrels and the total shipments of wheat 2,000,-

000 bushels. Since that day these figures have been raised to as high as 9,300,000 and 48,000,000, respectively. The approximate value of wheat, corn, oats, rye and barley received in this market in 1907 in round numbers was \$150,000,000.

Chicago is the gateway through which the grain of the greatest cereal growing area in the world passes to the consumer at home and abroad. Over thousands of miles of railway and a great expanse of inland waterways produce is brought to The Great Central Market and either stored, transferred or consumed and manufactured here. Ample storage capacity is available for 63,000,000 bushels of grain.

Bohemian National Cemetery.

This burial ground is at North Fortieth and Bryn Mawr Avenues and is an institution of interesting origin and unique management. With the possible exception of Greenwood Cemetery in Brooklyn it is the only co-operative burial place in the United States.

Twenty-eight years ago when the Bohemian population of Chicago was about 30,000, less than a third what it is to-day, a liberal element sprang up, and the necessity for a cemetery that should be non-sectarian and open to all, irrespective of religious belief, being apparent, a movement to that end was led by Frank B. Zdru-bek, then as now, editor of Svornost, a daily Bohemian newspaper. The result was the organization of the Bohemian National Cemetery Association, April 11, 1877. The original plat of ground purchased contained only fifty acres but this has now been enlarged to 120. Of these sixty acres are improved, while the remainder rapidly are being developed.

Among the features of the cemetery are its macad-

amized walks and drives, trees and flowers. It maintains its own police force, waterworks system and extensive greenhouses. The entrance, built of limestone, with castellated towers, is imposing, while in the center of the grounds a lofty granite monument costing \$5,000 has been erected to the memory of Bohemian soldiers of the Civil War buried there. Nearby is a structure containing a vault and chapel, which cost \$13,000. Since the incorporation of the cemetery nearly 19,000 bodies have been interred.

This cemetery is essentially different from most others in that it is conducted on a co-operative basis with no profit accruing to its projectors. Its officers are allowed a nominal annual salary of \$25 to cover incidental expenses. Lots are sold to those able to pay at the rate of 50 cents the square foot. The poor are given burial space without charge. In the cemetery are 500 of such graves. No assessment is made for sprinkling or mowing grass. Money in excess of operating expenses is placed in the flower decoration, general and perpetual improvement funds.

Boston Tea Party.—Grave of the Last Survivor.

Lincoln Park near Wisconsin St. entrance.

It is an interesting fact, not generally known, that the last survivor of this famous incident preceding the American Revolution passed his later days in Chicago and died here at an extreme old age many years after the founding of the city.

His grave may be found just at the right of an entrance to Lincoln Park leading off from Wisconsin St. Take Clark or Wells St. car going north and get off at Wisconsin St.

The grave is marked by a great red boulder with

bronze tablet, erected by the Sons and Daughters of the American Revolution. The tablet reads: "David Ken- nison, the last survivor of the 'Boston Tea Party' who died in Chicago, February 24, 1852, aged 115 years, 3 months, 17 days, and is buried near this spot."

Blackstone Library.

Lake Ave. and Forty-ninth St. Car ride No. 5, trans- ferring to east bound Forty-seventh St. car to Lake Ave. and walk south $\frac{1}{4}$ mile.

A handsome structure of white granite and Italian marble, with very handsome interior. The building cost \$200,000. Books may be obtained under the same conditions as at the main Public Library of which the Blackstone is a branch.

Chamber of Commerce Building.

Corner of Washington and La Salle Sts.

This is one of the earlier modern steel construction buildings (finished in 1890) but it still ranks high among buildings of this class. The ground area of the building is 183 x 93 feet, it is 13 stories high and has 8 large elevators.

A distinctive feature is a large open court extending from the main floor to the roof with all offices opening on bronze railed galleries which encircle this court at each floor. There are 300 offices and the interior of the structure is splendidly lighted by one of the largest sky- lights in the world.

The Chamber of Commerce Building has always been headquarters for contractors and builders and for those handling building material and supplies of all kinds.

Chicago Commons.

Grand Ave. s. e. corner of Morgan St. Grand Ave. car at State and Randolph Sts.

Chicago Commons was opened in May, 1894, by Graham Taylor in an old residence, a relic of aristocratic days in that district, and through the co-operation of neighbors and friends the settlement has grown until its work demanded the large and fully equipped building which now houses its many clubs, classes and twenty-five residents.

The aims and activities of Chicago Commons are the promotion of "co-operation and reciprocity within the neighborhood and among others who meet on common ground for fellowship; adjustment of differences and betterment of relations between employers and employes; to bring students into first-hand contact with life; co-operative relations with universities and professional schools; political education and action through non-partisan organization."

Chicago Historical Society.

Corner Dearborn Ave. and Ontario St. Reached by Car Ride No. 1. Admission free. Open 9 to 5, daily, except Saturday afternoons and Sundays.

The collection of the society is housed in a magnificent structure of rough hewn stone, absolutely fire proof and is of more than passing interest, not only to the stranger but to the Chicagoan as well. Its lecture hall contains a fine collection of portraits, in oil, of Chicago pioneers. On the main floor is a library of 25,000 books and 50,000 pamphlets, many of them dealing with the early history of the city and the Northwest. On the second floor is a spacious hall with specimens of picture writing (Indian) on elk skin; door to house occu-

pied by Columbus, Porto Santo, Madeira Island, 1474; and curious relief panels, marble busts and fine portraits. Opening from this hall is the Manuscript Room, with many very old and exceedingly interesting documents bearing particularly upon the settlement and earliest developments of Chicago.

Also opening from this hall is the Museum, in which are displayed rare curios connected with the city's early history, including model of Fort Dearborn made from wood of the original structure; an iron cross from the earliest (1699) church in Illinois should also be noted. Altogether, the building is filled with things of interest and will well repay a visit.

Chicago River.

The only satisfactory way to view the docks, river and shipping is to charter a launch at the foot of Randolph St. By so doing one may sail up and down the river, visit the outer breakwater, the life saving station, yacht clubs, etc., and, if a party of say six, be made up, the charge should not amount to more than \$1.00 each as the entire trip may be easily made in three hours. Even this charge may be cut down by increasing the size of the party as the boats hold from twelve to fifteen persons and the charge is the same for one or a dozen. Many characteristic features of the river may be viewed from the State St., Dearborn St., Clark St. and Wells St. bridges, but this method is not so satisfactory though it costs nothing more than the expenditure of a little time. If one cares to make an inspection after this fashion, however,—go first to the Rush St. bridge, next to the State St., then to the Clark St., and finally to the Wells St. bridge, and one will have thus viewed the entire river from the lake to

the point where it forks. See elsewhere for account of river and lake traffic.

Chinatown.

Clark St. from Van Buren St. to Harrison St. Here is what is known as Chinatown, a large per cent of the Celestial population of the city residing here or in the near vicinity. Many chop suey restaurants and Chinese stores are here located. Chinese restaurants serving chop suey and many other distinctive Chinese viands are found in different parts of the Loop District. They are scrupulously clean and elaborately furnished and decorated after the Chinese style. A trip to Chicago would hardly be complete without taking a meal at one of these places.

City's Most Crowded Block.

Wentworth Ave. car, transferring west on Thirty-fifth St. to Morgan St. In the block bounded by Morgan St., Thirty-second Place, Mosspratt St. and Thirty-fourth Place, live 2,172 men, women and children, this being the most congested residential block in Chicago. There are 720 Russians, 674 Poles, 692 Germans, 29 Bohemians, 19 Irish and 25 native-born Americans. One flat has, or had when the census enumerator paid his visit last year, (1908), 63 inhabitants.

City's Most Crowded Corner.

The intersection of State and Madison Sts. near the middle of the Loop District, and about in the center of the downtown retail shopping region, is famous as the most crowded street crossing in Chicago. The streams of pedestrians and vehicles pass this corner in constant and almost solid masses. But for the able direction of

the police, both mounted and foot, there would be frequent blockades.

City and County Buildings.

The square bounded by Clark, Randolph, La Salle and Washington Sts. was reserved as the site for city and county government when the city was first laid out and has been continuously used for this purpose ever since. The old City Hall, erected shortly after the Great Fire of 1871, has just been demolished and will be replaced by an exact duplicate (externally) of the present imposing County Building. This group will form what will be unquestionably the finest block of municipal and county buildings in America, if not in the entire world; the total cost of the two buildings approximately, with furnishings will be \$10,000,000. Some data concerning the County Building will be of more than passing interest since in its erection a new record was established in public building construction. Its foundations were begun late in December, 1905, and February 15, 1907, the steel work was complete, the roof on and five of the stories were plastered. The structure contains 12,000,000 cubic feet of space, 22,000,000 lbs. of steel and 28,000,000 lbs. of granite. It rests on 130 caissons of concrete extending to bed rock 115 feet below street level. The building is 157 by 374 feet, its highest point 218 ft. above street level and its lower floor (machinery room) 38 feet below that grade, making a total height of 256 feet. The total cost, exclusive of furniture and including \$79,000 for wrecking the old structure, was \$4,146,428.20. The corner stone (Clark and Randolph Sts.) laid Sept. 21, 1906, by Vice-President Fairbanks, contains letters from President Roosevelt and Chief Justice Fuller, Chicago directories 1844

and 1906, maps, views, photographs, model of Old Fort Dearborn, annual message of Mayor Dunne, first dirt excavated from the Drainage Canal, Chicago papers, Sept. 20 and 21, 1906, certificate of membership in many prominent Chicago organizations and other articles. The structure is dignified and imposing, its style Modern Classic of the Corinthian order. At its main (Clark St.) entrance are carved allegorical figures representing "Justice," "Law," "Labor on Land," and "Labor on Sea," the work of Herman A. McNeil and Leon J. Hermant. These figures are fine examples of granite carving and cost \$3,440. Passing into the building we note the narrow vestibule in marble and bronze, with curved ornamental glass ceiling set in bronze, beyond which is the main corridor on either side of which are the elevators enclosed in ornamental bronze work of Italian Renaissance design. To our right and left is the grand stairway with pedestals designed to receive statuary at some future date. This corridor is as impressive as it is beautiful, with its buff-colored Italian marble walls and ceiling with groined arches of the same material, paneled in colored mosaic, of Italian Renaissance design. To the right of the entrance is the office of the County Treasurer. Opposite, to the left, is the County Recorder's office occupying the entire south half of the ground floor. In the basement is an enormous fireproof vault, in which are kept all real estate records of Cook County. These records may be freely inspected by visitors. On the ninth floor are several court rooms, of which there are thirty in the building. By application to Custodian's Office, second floor, permission may be obtained to go out on the roof of the building whence an extended view may be had.

Coliseum.

Wabash Ave. near Sixteenth St. Reached by car ride No. 5 or any south bound car in Cottage Grove Ave.

The Coliseum is a huge structure where national political conventions, meeting in Chicago, are held. It is also used for automobile, electrical, advertising and business shows and for general entertainments and mass meetings. For a number of years the famous old Libby Prison, which had been moved to Chicago from Richmond, stood on this site. The building is of stone, 378 by 170 ft., 105 ft. high to dome. It will seat about 14,000.

Columbia Yacht Club.

Randolph St. and Lake Front. Cross the viaduct which starts at Randolph St. and Michigan Ave.

Yachting affairs center in large degree at the club house of the Columbia Yacht Club and here full information concerning them may be had. Adjacent, are headquarters for power boats, and the club house of the Corinthian Yacht Club is near at hand.

Columbus Memorial Building.

Washington and State Sts.

This building was erected in 1892, during the construction of the World's Fair, and the name Columbus being selected, it was decided to make the structure a memorial to the Great Discoverer. The building itself is unique in that it is almost exclusively occupied by physicians and jewelers, about 130 of the former having offices within its walls. This is "Medico Center" of Chicago, the Stewart and Reliance Buildings on corners opposite from the Columbus being occupied largely by medical men. A statue of Columbus, in bronze,

by Ezekiel, is placed over the main entrance. Within the vestibule the three ships forming the fleet of Columbus are shown in the mosaic floor, while above are eleven relief panels in bronze depicting scenes in his life. The entire entrance is of ornamental metal work. Just inside the door the names of Columbus and of the commanders of two of his ships appear in the floor, while on the left wall are arched panels in mosaic, setting forth pertinent historical facts concerning the intrepid Genoese.

Commercial National Bank Building.

Clark and Adams Sts.

This structure is Italian Renaissance, in three architectural divisions. The lower is a colonnade of the Corinthian order, set on a base formed by the first story. This division, forty feet high, is capped with a Corinthian cornice. The middle division, of terra cotta with decorated surface, rises straight from this point to the sixteenth story, over 200 feet from the sidewalk. The upper division of three stories is composed of an arcade, the arches of which enclose the windows of these floors. The surface of the arches are ornamented by conventional figures of the "lion's head" and "caduceus," emblematic of courage and prosperity, respectively. The whole crowned by the main, highly ornamented cornice. The Adams St. entrance contains a handsome stairway with heavy bronze piers and richly ornamented balustrade. The main banking room is lofty, beautiful, and 28,000 square feet in area, with an immense skylight. Its interior is Grecian in style, the finish being in Istrian marble and Caen stone. Eighteen bronze candelabra ten feet in height are an ornamental feature. At the entrance to the anteroom, lead-

ing to the senior officers' quarters, are two beautiful Corinthian columns of pure white marble supporting an entablature of the same material. The marble door-case over the door to the president's room is an exact reproduction of one in Athens, in a palace on the Acropolis, called the Erechtheum. This feature is one much admired by architects and artists. The main bank vault contains 225 tons of armor plate. The safe deposit rooms are finished entirely in polished bronze, and are well worth seeing, especially the enormous circular door with its time locks. This is one of the two buildings in Chicago with plunger elevators. Altogether it is one of the most imposing of the great office buildings.

Corn Exchange National Bank Building.

Adams and La Salle Sts.

This handsome new structure is 17 stories high, but, owing to the height of the bank room ceiling, is as tall as the ordinary 18 story building. The main banking room is beautiful and impressive and well worth a visit. The building is strictly modern and fireproof in every respect and aside from the banking quarters is occupied with business offices.

, John Crerar Library.

Sixth floor Marshall Field Bldg., 87 Wabash Ave. Librarian, Clement W. Andrews. Admission free. Open daily, except Sunday, 9 a. m. to 10 p. m.

Contains about 230,000 volumes and 70,000 pamphlets, nearly all of a scientific character. This library works in harmony with the Newberry Library and the Chicago Public Library, confining itself to its chosen field of science and thus there is no duplication between these three institutions.

The Medical Department of the library is particularly comprehensive and there is a special reading room for doctors and medical students.

In general, books may be freely used for reference but are not to be taken away. In 1907 the library was patronized by 109,677 people.

Criminal Court Building and County Jail.

Michigan St. between Clark St. and Dearborn Ave.
Reached by car ride No. 1.

The Criminal Court Building occupies the site of old North Market Hall, erected 1851, destroyed in the Great Fire of 1871, and replaced by the Criminal Court Building which was torn down in 1892 and in turn replaced by the present structure. The building is of rock-faced, coursed ashlar stonework, massive in design, and houses the offices of the Prosecuting Attorney and the Criminal Court rooms, each one of which has at some time been the scene of a trial of more than national interest. Immediately to the rear of the Criminal Court Building is the County Jail, constructed of cut stone, of unique design. Within the walls of this structure have been confined many notorious criminals, among them the youthful "Car Barn Bandits," also Johann Hoch, and Adolph Luetgert. In the old jail which occupied the site of the present structure were confined the Haymarket anarchists. From 9:30 to 11:30 and 1:30 to 3:30, Tuesdays and Fridays, the jail may be visited and inspected by anyone. No pass necessary. Apply to main entrance for admission.

Tomb of Stephen A. Douglas.

Lake Front and Thirty-fifth St. Car ride No. 5 to Thirty-fifth, and walk one block east.

The tomb is a handsome piece of work, and contains the marble coffin of the "Little Giant," in the crypt beneath the shaft, in full view. The situation is pleasing, overlooking the lake, and the surrounding grounds are attractive. The shaft of stone is about 40 feet in height, and is surmounted by a splendid figure, in bronze, of the statesman. Around the base are four bronze figures and four tablets in relief.

Douglas Park.

Reached by Twelfth St. car or Ogden Ave. car. Fare 5 cents. It may also be reached by car ride No. 3, but this is a roundabout way and not practical if the intention be simply to visit the park.

Douglas Park lies in the southwest section of the city and the Ogden Ave. line runs through its center. It extends about one-third of a mile east and west by two-thirds of a mile north and south. The grounds are well kept, splendidly shaded with fine large trees, and ornamented with fine flower beds, shrubbery and stretches of green lawn. A large lagoon lies at each end of the park, with boats to hire at 15 cents to 25 cents per hour. In the south half is a very completely equipped athletic field with running track and many gymnastic appliances both for children and older persons. This park is being extensively improved and will soon rank with the other large Chicago parks.

Drainage Canal.

The Drainage Canal built by the Sanitary District of Chicago, at an expenditure thus far of \$58,000,000, is one of the world's most wonderful engineering feats. It has a greater cross section than any other canal in the world and extends 36 miles from the south branch

of the Chicago River to a point on the Desplaines River just above the city of Joliet. In this distance it has a fall of 40 feet. It has a depth throughout of 24 feet and a width of 164 feet, where for a number of miles it is cut through solid rock, while in earth cuttings the width is 202 feet at the bottom and 300 feet at the water line, giving a flowing capacity of 14,000 cubic feet of water per second.

This canal cuts the low divide which previously formed a watershed dividing those waters which flow into the Great Lakes, and thence to the Atlantic, from those flowing into the Mississippi and the Gulf of Mexico. It is to serve the double purpose of carrying away Chicago sewage, (so diluted with a great volume of clear lake water and purified by the rapid flow of the stream as to be harmless to towns on the Desplaines and Illinois Rivers) and of a great ship canal. Incidentally it has had the curious effect of reversing the flow of the Chicago River which formerly discharged its foul stream into the lake, but which now has a steady current of pure water setting toward the entrance of the Canal at Robey St. and the South Branch.

In its capacity of ship canal, the channel of the Drainage Canal is an important link in the proposed Lakes-to-the-Gulf Deep Waterway extending 1,625 miles from Lake Michigan to the Gulf of Mexico at the mouth of the Mississippi River. This will eventually permit large ocean going ships to reach Chicago via the Gulf of Mexico, the Mississippi River, the Illinois River, the Desplaines River and Drainage Canal.

There is, of course, a great deal of cutting, dredging and lock building to be done below Joliet before a through channel of the required depth and width is attained, but a comprehensive plan for future develop-

ment has been made. At the election of Nov. 3, 1908, the State of Illinois voted \$20,000,000 to cover the cost of the next step in the Lakes-to-the-Gulf Deep Waterway. This will be expended for the construction of a deep waterway or canal, beginning at the present terminus of the Chicago Drainage Canal, extending 61.5 miles to a point in the Illinois River at or near Utica. As there is a fall of 107 feet in this section several locks will be necessary and a great water power plant will be built to generate electricity for long distance transmission. In a period of years the state will receive enough compensation for light and power to repay the \$20,000,000 and bring in a satisfactory income. In general the course of the Desplaines and Illinois Rivers will be utilized. With this start the Federal Government and the states in the Mississippi Valley may be depended upon to carry the Deep Waterway project through to the Gulf.

Actual work on the Drainage Canal was inaugurated with formal ceremonies on September 3, 1892. It was more than seven years later before water was first turned into the channel and since that time necessary works such as movable bridges, with proper approaches, etc., have been completed. At Lockport a turning basin has been constructed of such size that the largest boats will be able to turn there. Here also are great controlling works with seven metal sluice gates and a unique engineering feature in the way of a beartrap dam having an opening 160 feet wide and a vertical oscillation of 17 feet. By means of these controlling works the flow of water through the canal can be exactly gauged.

Between Lockport and Joliet is one of the great water power plants of the world, built and owned by

the Sanitary District of Chicago and destined to produce a large revenue. This plant has cost \$4,000,000. It is of concrete construction throughout and at full capacity will develop 32,000 horse power for electrical transmission to Chicago and other points. A large proportion of the electric current thus developed will be used for power during the day and for lighting at night.

During the summer months a launch may be chartered at the foot of Randolph St. for a trip through the Drainage Canal. This trip may be easily made in a day, and at very moderate cost, where a small party go together. Such a trip during good weather will be found most delightful and interesting.

Dunning

Reached by car ride No. 2, fare 5 cents, or by Milwaukee Ave. car, transferring to Irving Park Blvd. car at Irving Park Blvd., or by North Clark St., or Lincoln Ave. car, transferring to Irving Park Blvd. The Milwaukee Ave. route is the shortest. Visitors (except relatives of inmates) admitted Tuesdays only, 10 to 4.

Dunning lies in the northwestern section of the city about 12 miles from the Loop. Here are located the County Institutions caring for the insane, paupers and consumptives. The grounds comprise about 263 acres, some 75 of which are beautifully parked. The buildings are numerous and substantial. There are 1,900 insane, 1,250 paupers and 300 consumptives cared for on the average. It costs about \$1,200 per day to maintain the institutions located here. There are approximately 340 employes. Visitors should apply at the office and a guide will be supplied to show them through. No charge is made for this service.

First National Bank Building.

Dearborn and Monroe Sts. This building is of interest as an excellent example of modern office building construction. It is 18 stories in height, covers a large area, and is steel skeletoned and faced with cut stone. Its interior finish is of marble and mahogany throughout. The structure is 231 by 191 ft. by 268 feet in height, having cubical contents of 10,864,937 cubic feet. It contains more than one and one-half miles of corridors upon which open about 1,000 doors. During business hours it is estimated the building contains between 5,000 and 6,000 people. It is one of the largest office buildings in the world.

Federal Building

This structure occupies a full city square bounded by Clark, Adams and Dearborn Sts. and Jackson Blvd. It was commenced in 1897, completed in 1905; cost \$4,757,000. The building is 311 by 386 feet containing 150,000 square feet in its basement floor. The main building is eight stories high and the dome section contains eight more, making 16 in all; the total height is 297 feet, depth of foundation 76 feet. The approximate weight of the structure is 150,000 tons; its cubical contents 12,000,000 cubic feet. The design is Roman Corinthian. The structure is fireproof, of steel construction with foundations supported by wooden piles, cement and railroad iron. The exterior walls are made of gray granite backed with brick, the roof area is covered with vitrified tile, and the dome is sheathed with glass tile. The interior finish is that of a first class modern office building, the treatment of the first floor corridor, rotunda, stair cases and the court rooms being quite elaborate. The materials used in the interior

finish are oak and mahogany, native and foreign marbles, scagliola and bronzed iron. Though closely hedged in on three sides by great skyscrapers, making it difficult to get the full effect, the Federal Building is without doubt one of the most pleasing and imposing public buildings in this country. There are more than 500 rooms in the building in which are housed nearly all departments of the national government. The Post Office uses the basement, main floor and a large amount of space on floors above. It employs 5,828 people, divided as follows: 3,618 clerks and general employes; 90 substitute clerks; 221 special delivery messengers; 1,780 carriers and 340 substitute carriers. In 1908 postal receipts were \$15,021,005.31, an increase of $2\frac{9}{10}\%$ over the previous year.

Entering from either Clark, Dearborn or Adams St. the visitor passes through a spacious corridor into a great rotunda under the main dome. (Distance from floor to top of dome 139 feet.) In the landings of the main stair cases are worked in bronze, the United States coat of arms. There are sixteen scagliola columns at each floor around the rotunda, forty-eight in all. On the 14th floor is the U. S. Weather Bureau, the largest station outside of Washington. Sightseers not admitted. On the floor below is the U. S. Civil Service Commission. On floors 6 and 7 are the U. S. Court Rooms. It was in Court Room 603 that Judge Landis fined the Standard Oil Corporation \$29,000,000.

At the left, and down a few steps, entering from Clark St., are the offices of the subtreasury with the treasure vaults at a still lower level. The vaults may be inspected only on an order from the assistant treasurer. There is ordinarily nearly \$200,000,000 on deposit here.

During the year October 31, 1907, to November 1, 1908, a total of \$849,403,271.61 passed through the subtreasury, \$428,354,885.93 being receipts and \$421,048,385.68 disbursements. In 1908 \$55,316,000 of mutilated bills were shipped to the Treasury Department at Washington, this being in addition to the amount shipped direct by the National Banks of the city.

Other Government offices in the Federal Building include the Bureau of Labor, Room 851; Bureau of the Census, Room 851; Custom House, south wing, fourth floor; Hydrographic Office, Room 528; Immigration Bureau, Rooms 855 to 857; Inspector of Steam Vessels, Room 529; Internal Revenue Department, east wing, fourth floor; Life Saving Service, Room 500; Lighthouse Department, Room 703; Naval Office, Room 451; Pension Agency, Room 403; U. S. District Attorney, Rooms 825-833; U. S. Engineer, Room 508; and U. S. Marshal, Rooms 804-806.

The Appraiser's Office (Bonded Warehouse) is at Harrison and Sherman Sts.; U. S. Deputy Collector's at Barge Office, 2 River St., and Marine Hospital, Clarendon and Graceland Aves

Department of the Lakes, United States Army

For convenience in administering army matters and distributing troops where they are most needed the United States War Department divides the United States and its dependencies into eight Departments and the Division of the Phillipines.

The Department of the Lakes is an important subdivision embracing, as it does, all of the states of Illinois, Indiana, Wisconsin, Michigan, Ohio and Kentucky. Headquarters of this department are in Chicago with

offices on the fifth floor of the Federal Building, Adams and Dearborn Sts. Major General Frederick D. Grant, son of the great Civil War general, is now in command at Chicago.

The following army posts are in the Department of the Lakes and, therefore, under the jurisdiction of the headquarters staff in the Federal Building; Fort Benjamin Harrison, near Indianapolis, Ind.; Fort Brady, near Sault Ste. Marie, Mich.; Fort Sheridan, 26 miles north of Chicago; Fort Thomas, near Newport, Ky. and Fort Wayne, near Detroit, Mich. There is also a small detachment of troops at Canton, Ohio. The total number of officers and men ordinarily serving in this department is 3,725. At Fort Sheridan, to the north of Chicago, is a military reservation of 632.5 acres with 1,400 officers and men on duty.

The largest part of the supplies needed for the Department of the Lakes are bought in Chicago and, of course, meats and some other food stuffs, are purchased in large part here for the whole army.

United States Weather Bureau Station

On the 14th floor of the Federal Bldg., Dearborn and Clark Sts., is the largest signal service station outside of Washington. It is fully equipped with every up-to-date device known to science for the forecasting of the weather. This station is of much importance to the shipping interests of the Great Lakes and there is no question that it has been the means of saving hundreds of lives and millions of dollars' worth of property. For many years the station was in the Auditorium Tower.

United States Life Saving Stations

There are three life saving stations in Chicago, one at the mouth of the Chicago River, near the foot of Randolph St., in the heart of the city, a second about seven miles south in Jackson Park, and the third near the extreme southern end of the city at Ninetieth St. To the north, in Evanston, on the campus of Northwestern University and just outside the city limits, is a fourth station which is unique in that the crew, aside from the captain, is composed entirely of university students.

All these stations have recently been provided with motor life saving boats in addition to the usual equipment of ordinary surf boats. These stations are so many links in the great chain which Uncle Sam has gradually stretched not only from ocean to ocean, but also the whole length of the Great Lakes.

Contrary to the condition of things on the Atlantic coast the busiest time here for the life savers is during the summer when the lake teems with boats both great and small. Officially navigation on the Great Lakes is closed from midnight of November 30 to midnight of March 31. During this time the life saving stations on the lakes are inhabited only by a caretaker and boats that brave the wintry seas do so at their own risk.

The crews go through an interesting drill every morning, except Saturday and Sunday. The exact hour varies according to circumstances.

Field Museum of Natural History

Jackson Park, opposite east end of Fifty-seventh St. Car ride No. 5, transferring to east bound Sixty-first St. car to end of line then east to the park and north three blocks; or Cottage Grove and Fifty-fifth St. car to the

end of line, or Illinois Central Railway suburban train to South Park Station. Admission free Saturdays and Sundays, other days 25 cents, except to students and teachers, who are admitted free at all times. Catalogue, 25 cents.

This museum, which was established in 1894, soon after the close of the World's Columbian Exposition, occupies what was one of the largest and most beautiful buildings in the whole exposition group, the Fine Arts, covering nine acres.

The building is Classic Greek in style, constructed of brick and steel covered with ornamental stucco in imitation of marble. This covering has become badly marred by the processes of time, but has not been replaced with more lasting material owing to the plans for a magnificent marble palace costing \$4,000,000, to be erected downtown, in Grant Park facing Michigan Ave., if pending litigation regarding a site is successful, as seems probable.

The founding of a great scientific institution of this character in Chicago was made possible by the generosity of a public spirited Chicago merchant, Marshall Field (whose name the institution perpetuates) who gave first \$1,000,000 and later \$430,000 for this purpose. His action stimulated others who have given a total of about \$500,000 and from other sources than endowment the museum has an income of \$25,000. Marshall Field, at his death in January, 1906, left the institution a further \$8,000,000 one-half for endowment and the other for a magnificent permanent building worthy of the unrivaled scientific collections which it eventually will contain. When the new building shall have been erected a city tax levy, which will produce an additional income of \$100,000, has been agreed upon.

The nucleus of the material now on view was gathered by gift and purchase from exhibitors at the World's Columbian Exposition. Much of this material has since been rearranged or discarded owing to changes in the organization whereby certain departments were abandoned.

According to present plans the museum is now divided into four distinct departments, namely, Anthropology, Botany, Geology and Zoology. Many expeditions for the purpose of obtaining study, exhibition, and exchange material and data for the different departments have been sent to all parts of the world. The results of these expeditions are published from time to time and distributed to like institutions at home and abroad.

Two courses of free lectures are given by the Museum each year. It has a working library of 52,000 titles, fully equipped departmental laboratories, an herbarium of 275,000 sheets, study collections in all departments reaching many thousand specimens (in addition to the mounted specimens shown the general public), a large two story taxidermy section, printing shop and many other rooms devoted to preparation of material.

In North American ethnology, in the world's mineralogy, and in economic botany the Museum is particularly prominent, while its series of mounted mammals furnish examples of the most advanced museum methods. At the beginning of 1908 the Museum contained the immense total of 570,000 separate entries, many of these however accessible only to special students. Most of these entries represent a group of similar objects so that the total of separate articles would mount into the millions.

The Museum, though devoted to science, makes every

effort to have a variety of exhibits in each department which will interest and be understood by the average visitor to the institution. To scientists and special students, therefore, the Museum is an inexhaustible mine but any visitor to Chicago may spend at least a day here with pleasure.

First State Pawnors' Society

Dearborn and Washington Sts. This unique institution was inaugurated by the Chicago Merchants' Club to relieve the poor or financially embarrassed from ruinous usury charged by Chicago pawnbrokers prior to its establishment. It is a stock company operating under state law, the Governor appointing one member of the Board of Directors and the Mayor of Chicago one. Needy persons may borrow on jewelry or other adequate chattel security, sums from \$1.00 up at 1 per cent per month, which includes insurance of the collateral, and more than 35 per cent of the loans are for sums of less than \$5.00. During the last fiscal year \$800,000 was loaned to 37,000 borrowers, an average of a little more than \$20 each. The loans of the society, since its inception nine years ago, have been \$4,850,000 with a saving to borrowers over a low average of pawnbrokers' rates of about \$1,000,000.

Fisher and Old Colony Buildings

These two towering structures at Van Buren and Dearborn Sts. form an impressive group especially when combined in the view with the Monadnock Block directly across Dearborn Street from them.

The Old Colony is 17 stories high and the Fisher 20. The Fisher and Commercial National Bank Buildings are the only ones in Chicago furnished with plunger

elevators. The Fisher Building has one more floor used for actual office purposes than any other building now (January, 1909,) standing in Chicago. Many of the large coal companies have their offices in these two buildings both of which are handsome structures.

Fort Dearborn Massacre Monument

Reached by south bound Indiana or Cottage Grove Ave. car to Eighteenth St., thence east a few blocks to the lake. At the east end of Eighteenth St., overlooking Lake Michigan, stands a handsome monument, representing an Indian attack on a small band of whites, erected in memory of the massacre of the soldiers from Fort Dearborn (described elsewhere) which occurred at this spot about 10:30 a. m., August 15, 1812. The monument adjoins the residence of the late George M. Pullman of Pullman Palace Car fame.

General Hull had previously ordered the abandonment of the fort, and the garrison, together with over a score of women and children, 93 persons in all, marched out at 9 a. m. of the fateful day, taking a southerly course along the lake front. When a point now marked by the monument was reached by the little party comprising the whole population of the settlement, probably about 10:30 a. m., the Indians made a fierce attack, and the larger part of the soldiers, together with some women and children, were killed. When the fighting was over only 36 persons remained alive, prisoners in the hands of the savages, while seven had escaped through the aid of friendly Indians. The bodies of those killed lie buried somewhere within the present limits of Grant Park, but no one knows the exact spot of their interment.

Fort Dearborn Tablet

The first military post on the present site of Chicago was constructed in 1803 at the order of the Secretary of War of that time, Gen. Dearborn, after whom the post was named. It consisted of a rude stockade, on the bank of the river near its mouth, surrounding two block houses, a brick powder house, officers' quarters, and perhaps a few minor buildings.

The site is now marked with a tablet on the north front of the W. M. Hoyt building at the intersection of River St. and Michigan Ave. just opposite Rush St. bridge. This tablet was unveiled May 21, 1881, by Gurdon S. Hubbard, a survivor of the period soon after the massacre, and the principal address at this ceremony was made by ("Long") John Wentworth.

The fort was evacuated a few hours before the massacre of August 15, 1812, and was entirely destroyed by the Indians next day. It was not rebuilt until four years later, when the war with Great Britain had been ended, at which time another fort was erected on the same spot.

From 1816 till May 10, 1837, the fort continued in use as an army post, at which latter date it was abandoned, but remained standing until 1857, when it gave way to the march of progress. In the intervening period a public school was conducted on the premises which was attended by many Chicagoans now living.

One of the buildings from the fort was removed to Thirty-third and State Sts. where it remained until many years later. Some of the original logs from the fort may be seen at the Chicago Historical Society Building, Dearborn Ave. and Ontario St.

The one hundredth anniversary of the building of the

first Fort Dearborn was celebrated with elaborate ceremonies in 1903.

Garfield Park

Reached by Street car ride No. 3, fare 5 cents (Madison St. car going west), or by Lake St. Elevated to Homan or Hamlin Ave. stations (former route preferable). Going by surface car, alight where band stand is seen to the south. Garfield Park lies on the West Side of the city and comprises 188 acres. It ranks among the finest of the city parks, and with the broad boulevards connecting it with Douglas and Humboldt Parks forms a part of the magnificent chain of parks and boulevards which almost completely surround the city. There is a statue, in bronze, by W. Grant Stephenson, of Robert Burns, the great Scotch poet, and a group set on a massive sandstone pedestal representing America. To the north of Madison St. is a large lagoon with boats for hire, 15 cents to 25 cents per hour; also one of the largest conservatories in the country with Palm, Aquatic and Conifer houses, the latter being devoted to cone bearing trees. Also there is an "Economic House" where are raised plants of commerce. To the south of Madison St. is the band stand and the Formal Gardens where are raised thousands of plants with which to beautify the park. Here, as in the other large Chicago parks, a feature during the summer are emblems, designs and the name of the park worked in great letters formed by growing plants. Back of the band stand is the golf course. The park also contains tennis grounds and bowling-on-the-green links, while in winter provision is made for skating, tobogganing and coasting.

Ghetto Market

Twelfth St. car, to Jefferson St. Fare 5 cents. Closed Saturday.

The Ghetto Market is in a class by itself. It is one of the interesting sights of Chicago and will be enjoyed by the average visitor looking for the unusual, though it is squalid and dirty to a degree. The market proper lies in Jefferson St., between Twelfth and Fourteenth Sts., in the section given over largely to Russian Jews with a sprinkling of Jews from Poland. No description of the market is adequate. It must be seen to be appreciated. Saturday here is observed as Sunday and everything is closed tight on the Jewish Sabbath. All meat, fowl included, is Kosher killed according to strict Jewish tenets.

Goose Island

Reached by North Clark St., Lincoln Ave., Riverview or Sedgwick St. cars, transferring west on Division St. cars. Fare 5 cents. Goose Island is a strip of land about one-fourth mile wide at its broadest point by one mile north and south, its center being at Division St. It is formed by a dividing of the North Branch of the river which flows around Goose Island on the east and west. The island is mainly of interest for the reason that it is literally a jumble of industrial plants, railroad tracks and cluttered buildings, and is so dirty and unkempt as to be almost picturesque. The streets are laid out regularly enough, but with the railroad tracks, coal yards and river docks, they have assumed a sort of go-as-you-please air and, as a matter of fact, there are to all intents and purposes no streets at all in this unusual place. To enjoy the oddities of the island one should go without any plan at all, prepared to

wander about rather aimlessly. In this manner an excursion to this unique place would be enjoyed by lovers of the picturesque. There are some huge grain elevators and manufacturing plants between Division St. and North Ave. and a walk from one street to the other will give one a good idea of the whole region.

Graceland Cemetery

Reached by car ride No. 1 or by Northwestern Elevated to Buena station. Fare 5 cents. Graceland contains 125 acres and is distinctively a beauty spot. Its graves are for the most part unostentatiously marked but there is a profusion of flowers, trees and shrubbery.

This cemetery frequently is visited by landscape artists and cemetery officials from all parts of the country, and even from Europe, for the purpose of studying its scheme of landscape gardening, tree planting and grading. Few cemeteries, if any, in the United States equal Graceland in the beauty of its walks and drives and wooded elevations. Much labor, entailing a vast expenditure of money, has resulted in the transformation of a waste spot into a combined cemetery and park of exceptional attractiveness. Many notable men of Chicago are buried here, among them being Marshall Field, Potter Palmer, P. D. Armour and George M. Pullman.

Great Northern Building

Corner Jackson Boulevard and Dearborn St. This building, on a smaller scale, reproduces conditions at the Auditorium as within the 16 story building are contained the Great Northern Hotel, the Great Northern Theater, and the Great Northern Office Building.

Occupying the whole of the ninth floor of the latter is the Chicago Association of Commerce whose most important committee meetings are held around the lunch table in one of the dining rooms at the Great Northern Hotel.

The building was erected in 1892 with an extension at a later date. It is fireproof throughout.

The Grotto

Reached by Rock Island train to Ninety-fifth St. and walk about three blocks west, or to Longwood and short walk east. The Grotto is located at Ninety-fifth and Throop station in the southern portion of the city, and is an exact replica of the famous Grotto of Lourdes which has for centuries been a sacred shrine of worship for the French and for which thousands of miraculous cures are claimed.

The Harrison Street Police Station

Cor. Harrison and La Salle Sts. This station is intimately connected with the criminal history of the city. The present unsightly red brick structure was erected shortly after the great fire of 1871, and in its cell rooms have been temporarily confined some of the most desperate criminals the country has known. It was for years in the center of what was the worst section of the city, including Custom House Place, Clark St. and the entire levee district, where every form of vice and crime flourished, until a few years ago. Many are the gruesome tales which might be unraveled from the records of this old station; stories of crime, misery, wild debauchery, sodden wretchedness and despair. The station has always, until late years, been prominent, as it was the pioneer police station of the South Side. It has held practically every noted criminal captured

in the city. But the notoriety of Harrison St. has passed, and it now lies in one of the more orderly sections of the downtown district.

Haymarket Square

West Side. Madison St. car to Jefferson St., and walk two blocks north. This place was made famous by the Haymarket Riots of May 4, 1886, in which several policemen were killed by dynamite bombs, thrown by anarchists, which exploded near the center of the "Square," which is not really a square but merely a widening of Randolph St. A monument commemorating the dead police officers, now situated in Union Park, Randolph St. and Ogden Ave., formerly stood at the entrance to the square. It is here the truck gardeners bring in and dispose of their garden stuff, the scene during the early morning hours being animated in the extreme.

Home Insurance Building

A Chicago architect led the world in designing buildings of skeleton steel construction. The Home Insurance building, located at the northeast corner of La Salle and Adams Sts. was the first example of what has come to be known the world over as "Chicago construction." No longer a skyscraper in the modern acceptance of the term, this structure still is of sufficient altitude to attract attention. It possesses unusual interest to the sightseer in that it is a monument to the genius of the late W. L. B. Jenney in whose brain modern steel construction was first conceived.

Not only was the building designed by Mr. Jenney, but the entire work of erecting this pioneer in skeleton cage construction was under his immediate supervision.

The framework of the building up to the sixth story is all of cast iron columns and rolled iron beams and above the sixth story it is of steel. The first steel beams rolled in America by the Carnegie Steel Co. were used in erecting the upper stories. Prior to this time steel beams were not made in this country. Construction began May 1, 1884, and the building was completed in the fall of 1885. In 1890 the cornice and roof were removed and two additional stories added.

The erection of the Home Insurance building marked the beginning of a revolution in the building industry of the world. To-day Mr. Jenney's name is famed as the leader of this important movement and the term "Chicago construction" everywhere is standard in its application.

Hull House

355 South Halsted St. Any east and west line transferring to Halsted St. car. Fare 5 cents.

Hull House is a social settlement, and occupies a series of commodious and attractive buildings fronting on Halsted and Polk Sts., its nucleus being the old residence of Chas. J. Hull, erected in the '50s. Its objects are to provide a center for the higher civic and social life; to institute and maintain educational and philanthropic enterprises and to investigate and improve conditions in Chicago's industrial centers. Hull House is notable among the score or more of settlements doing splendid service in Chicago, not only for the breadth, efficiency and success of its work, but because it was the first of the so-called social settlements here. This famous institution is doing a noble work, its founder and leading spirit being Miss Jane Addams. There are at present 46 resident workers and

more than 100 non-residents who serve as club or class leaders.

Visitors may inspect the premises at reasonable hours. The evening will be found most interesting for seeing the varied activities of the place. One of the features is an excellent restaurant, the best in the neighborhood, prices very moderate, and open to all. Here, too, is a branch of the Chicago Public Library. Residential clubs, one for boys and one for girls, are maintained here. In the Hull House theater plays are given from time to time by local talent and with so much ability as to attract favorable comment. Under local direction, and encouragement, Greek and Italian plays have also been given by natives of those countries.

A day nursery, kindergarten, well equipped gymnasium, labor museum, art studio, book bindery, various arts and crafts shops and a playground are a few other of the many interesting and helpful features at this active settlement.

International Amphitheater

This great building, constructed only a few years ago, is at Exchange Ave. and Halsted St., Union Stock Yards. Few structures in the United States surpass the Amphitheater in size. Its total dimensions are 310 by 600 feet, the auditorium portion of the building measuring 200 by 310 feet, within which is an arena 105 by 265 feet. The seating capacity is 10,000. The floor space of the Amphitheater totals 243,600 square feet.

An annual event of great importance held in this building is the International Live Stock Exposition at which are shown extensive exhibits of cattle, horses, sheep and hogs from every section of the United States,

Canada and several European countries. Other events of national and international importance occur here. During the last year (1908) the Live Stock Exposition and Horse Show were combined and held in this huge building at the same time, attracting exhibitors and thousands of visitors from all quarters of the country.

This arrangement probably will be continued in future years. The combination of these two great events increased the attendance very materially. At the stock show of last year 3,500 individual animals were entered in competition for prizes and about 4,000 more competed for the best showing in carload lots making a total of 7,500 animals exhibited. The number of visitors at the stock show was fully 400,000. Adding this number to those who visited the horse show (which was opened in conjunction during the second week) the total number of visitors to both events was well above the half million mark.

Jackson Park

Reached by car ride No. 5, by South Side Elevated railroad, taking train marked Jackson Park, to end of line at entrance to park, or by Illinois Central suburban train to Sixtieth St. station.

Jackson Park is unsurpassed anywhere for beauty, having the advantages of ample space, the blue waters of Lake Michigan for a foreground, a natural growth of trees and the aid of the best landscape gardeners' art to bring all into harmony.

The park is situated in the southeast part of the city, about six miles from the Loop District, and contains 543 acres. Those who came to Chicago in 1893 will always associate this park with the surpassingly beautiful group of buildings which were a part of the World's

Columbian Exposition. Of all those buildings, great and small, the only ones which remain are the five following: Field Museum of Natural History, (see description elsewhere) near north end of park and containing among its various collections many objects from the exposition of 1893. This was the Fine Arts Building of the Columbian Exposition.

The Park Refectory, unique as containing a restaurant which is run by the park commissioners, is located near the lake front in the central portion of the park. Light refreshment at reasonable prices may be obtained. This was the German Government Building during the exposition.

The Japanese Building during the fair was always a center of interest. It was presented to Chicago at the end of the exposition and remains on its old site at the north end of the Wooded Island, to the picturesque appearance of which it adds materially. Near the building is a tiny garden in formal Japanese style.

The United States Life Saving Station is near the lake shore and faces one of the park lagoons. This was one of the interesting features of the U. S. Government exhibit at the Fair and ever since then has been maintained as one of the regular life saving stations on the same basis as others which at intervals of 15 or 20 miles extend around the American shore of the Great Lakes.

The fifth of these buildings, remaining as a heritage from the great World's Fair, is the convent of La Rabida on the lake shore near the south end of the park. This is an exact reproduction of a very old Spanish convent where Columbus was at one time sheltered and befriended, in the days before he had been able to secure aid from the Spanish court for the furtherance of his

plans for exploration which resulted in the discovery of the American continent. During the exposition this building contained the greatest collection of relics of Columbus ever brought together. Now it is used during the summer months for the care of sick babies.

In this connection should also be mentioned another interesting reminder of Columbus and the Columbian Exposition. This is the reproduction of the three small caravels, Nina, Pinta and Santa Maria which brought Columbus and his expedition on the first voyage of discovery to the New World. The three boats will be found in the south lagoon not very far from the convent.

The beautiful lagoons of Jackson Park, in one of which is the Wooded Island, are worthy of special mention. At the boat house may be obtained comfortable row boats, 15 and 25 cents per hour. Electric launches ply back and forth at 10 cents the round trip. Near the south end of the Wooded Island is the old fashioned Rose Garden. In June when the roses are in their prime the garden is always thronged.

Every effort is made by the Park Commissioners to make this park not only beautiful, but thoroughly serviceable to all who enjoy outdoor exercise and sports. There are no "Keep off the Grass" signs. Mention has been made of some features in this connection. In addition there is a public gymnasium and running track, a golf course, base ball ground, harbor for yachts and power launches and scores of tennis courts. In like manner winter sports are provided for in their season.

Cahokia Court House

An interesting feature of the Wooded Island in Jackson Park is the Cahokia Court House, reputed the

oldest public building in the Mississippi Valley. It was built about the year 1716 at Cahokia, Illinois, and has served in various public capacities under three flags—the French, British and American. At different periods it was employed for both civil and military purposes and is recognized as the oldest county seat building (St. Clair County, Illinois) in the original Northwest Territory. It was variously termed “fort” and “garrison” by early French, British and American authorities and early documents attest its use as a public schoolhouse.

This ancient structure was first removed from Cahokia for exhibition at the Louisiana Purchase Exposition at St. Louis in 1904, and shortly afterward was brought to Chicago and placed in Jackson Park, where it now forms one of the chief attractions of the famed Wooded Island.

The building is constructed of squared walnut logs set on end in the early French manner of stockade construction, the logs being held together with wooden pins.

On account of its unique history and from the fact that it is intimately associated with the civil beginnings of Illinois the first session of the newly created Municipal Court of Chicago was held in it December 6, 1906. The twenty-eight municipal court judges at that session received their commissions from the State of Illinois and the first order of the new court was entered in the old building.

The three flags of France, Great Britain and the United States float from the flagstaff of the Cahokia Court House daily and the quaint structure has become the objective point of historians, students, school children and park visitors generally. Within the building

are a number of photographs of original documents which pertain to its interesting history.

Jones School

At the corner of Harrison St. and Plymouth Court is a school building which houses 700 pupils representing eighteen countries, American and colored pupils not being included in this number. The nationalities represented are Italian, Greek, English, French, Irish, German, Russian-Jewish, Chinese, Japanese, Mexican, Scotch, Cuban, Turkish, Austrian, Swedish, Dutch, Belgian and Finnish.

It is possible that the Jones School, with its cosmopolitan class of pupils, may soon be superseded by a Commercial High School in a skyscraper building on this site, the erection of which is proposed by the Board of Education. This building, if present tentative plans are carried out, will have seventeen stories and attic above grade and three below and will cost approximately \$2,000,000. The basement stories will house the school supply department and above these, in succession, there will be a great assembly hall for teachers' meetings and school exercises, the Commercial High School and the offices of the Board of Education with its various departments.

Lake Shore Drive

⑥ Clark St. or North State St. car to Chicago Ave. and walk east about one-fourth mile. Fare 5 cents.

The Lake Shore Drive is one of the show places of the city. It is best viewed from a carriage or automobile but one may walk through the best portion of its length between Chicago Ave. and Lincoln Park without undue exertion. The drive skirts the Lake Front, and is

lined on the left with some of the most beautiful residences in the city. On the right is a shaded bridle path and beyond a gently sloping beach, faced with great blocks of granite, as a protection from the storm waves which at times beat down with terrible force. An easy method of viewing the drive is by one of the Sight Seeing Autos. (See description elsewhere.)

Lincoln Park

Street car ride No. 1, leaving the car at Center St., or Wells St., Evanston Ave., or Lincoln Ave. car. Lincoln Park, the newer portion of which is not yet completed is 452 acres in extent and pre-eminently is one of the city's beauty spots. Its landscape gardening is unsurpassed and its forestry, artificial entirely, almost rivals nature herself. One may wander at will through the delightful grounds, past lakes, woods, and valleys, meeting new vistas of scenic beauty at every turn.

The Chicago Academy of Sciences and Museum of Natural History is just inside the park, near the Center St. entrance. (See description elsewhere.) It will take considerable time to view all the objects of interest in the park but the following should not be missed: Conservatory with 900 varieties of orchids, 100 varieties of fern (50 hardy, remainder tropical), about 200 varieties of tropical plants, and splendid displays of roses and chrysanthemums in season, not to go further with the list. For use in the park there are grown here annually about one-half million flowering plants. The palm and fern houses are especially to be recommended for inspection.

The zoo has about 1,400 specimens of beasts, reptiles and birds, the latter in the aviary containing about 500 specimens. Most of the larger animals

are fed the latter part of the afternoon, at which time they can usually be seen to best advantage. On the inner lagoon there are boats to rent at 25 cents per hour. At the outer lagoon are many power boats and near the north end are the headquarters of the Iroquois Boat Club (rowing), this being a center for rowing affairs of the city. Spanning the outer lagoon is the High Bridge by which the lake front may be reached, and from the top of which a fine view of lake and park is obtained. Small steamers ply back and forth all summer between the north end of Lincoln Park and the foot of Randolph St. in the Loop District. Diversey Boulevard Bathing Beach is at the north end of the old section of the park at the foot of Diversey Blvd. Near the inner lagoon boat landing is the park restaurant, and there is another cafe at the head of the lagoon at the south end. Ponies for children and carriages may be secured in the vicinity.

Within the park is statuary, in bronze, as follows: Splendid, heroic figure of Abraham Lincoln, by Augustus Saint Gaudens, mounted on pink granite pedestal placed in a semi-circle of the same material. This is located near the south edge of the park at North Ave. The statue is a masterpiece and is generally considered the best representation of the war president; statue of Robert Cavelier de La Salle, by Jaques de Lalanne; statue of Hans Christian Andersen, by Gelert, mounted on polished gray granite pedestal; "The Signal of Peace," by C. E. Dallin, an equestrian statue of an Indian, his spear uplifted; a magnificent heroic equestrian statue of General U. S. Grant, by L. T. Rebisso, mounted on a large granite structure commandingly located; the Ottawa Indian group, representing "The Alarm," by John Boyle; this is an espe-

cially fine group well worthy of inspection, containing relief panels depicting "The Council," "The Indian Village," "Arrival of Settlers," "The Dance;" statue of Benjamin Franklin, by R. H. Park; statue of Garibaldi, by Victor Cherardi, erected by the Italians of Chicago; statue of Linné, the great botanist, by C. J. Dyeverman, mounted on large granite pedestal with four subsidiary figures representing botany, mineralogy, zoology, and natural history; statue of Shakespeare in half-reclining posture; statue of Schiller, the great German poet, by Pan; bust of Beethoven, by T. Gelert.

Majestic Theater Building

No. 77 Monroe St. This structure, erected in 1906, is 20 stories high and having a very narrow front is a striking specimen of skyscraper architecture. It houses many offices and is without doubt one of the finest vaudeville houses in the world. The theater has a beautiful marble entrance and the highly ornamental foyer is decorated with fine paintings.

Marquette Building

Corner of Adams and Dearborn Sts. This is a fine type of modern fire proof construction in the way of an office building, and with a recently completed addition it has a place among the largest buildings of its kind. It houses two large banks and on the ground floor are several city ticket offices of the larger railway systems.

Worthy of special note are the fine bronze bas-reliefs over the Dearborn St. entrance depicting scenes in the life of Father Marquette after whom the building is named. Inside on the ground floor and above the elevator entrances are portraits in bronze relief of several of the early French explorers and traders and

Indian chiefs connected with the history of this section in those days. Other scenes from that period are shown in a border of fine mosaic work extending around the front of a gallery at the level of the second floor.

Marquette-Joliet Memorial Cross

At Robey St. and the confluence of the South Branch of Chicago River with the Drainage Canal. Take Blue Island Ave. car to Robey St. and walk south to the River.

The Marquette-Joliet Memorial Cross is constructed of solid mahogany, fourteen feet high, and commemorates the visit to the site of Chicago, in 1673, of Louis Joliet and Pere Jacques Marquette, S. J., the first white explorers of the wilderness west of Lake Michigan. These early discoverers were commissioned for this expedition by officials of church and state at Quebec, the headquarters of New France (Canada).

The mahogany cross was donated to the city by Mr. C. L. Willey, proprietor of a lumber yard now occupying the place where Marquette spent the winter of 1674-5, described by him in his journal as about "two leagues in from the lake on high ground." Local surveys and research show quite conclusively that this section of Robey St. is the spot occupied by the French priest. Further confirmation is found in the fact that in 1903 a hand wrought iron cross of early French design, bearing fleur-de-lis decorations on its ends, was unearthed by laborers in the Willey lumber yard. Unaware of its great historical value the workmen threw the cross into the river and notwithstanding the active efforts that have been made to recover it the emblem has never been found. This iron cross is believed to have been originally placed on an early trader's house or cache located nearby.

The Memorial Cross was erected in September, 1907. The Chicago Association of Commerce co-operated with the city and state authorities in the dedication and a bronze tablet, bearing the following inscription, was prepared by a special committee of the Association and Miss Valentine Smith, City Archivist. The inscription on the tablet is as follows:

"In memory of Father Marquette, S. J., and Louis Joliet of New France (Canada), first white explorers of the Mississippi & Illinois Rivers and Lake Michigan, 1673, navigating 2,500 miles, in canoes, in 120 days. In crossing the site of Chicago, Joliet recommended it, for its natural advantages, as a place of first settlement and suggested a lake to the gulf waterway (see 'Jesuit Relations,' Vol. 58, p. 110), by cutting a canal through the 'portage' west of here where begins the Chicago Drainage Ship Canal. Work on this canal was begun Sept. 3, 1892, and received the first waters of Lake Michigan Jan. 2, 1900. This remarkable prophecy made 234 years ago, is now being fulfilled. This end of Robey Street is the historic 'high ground' where Marquette spent the winter 1674-5.

"To do and suffer everything for so glorious an undertaking"—Marquette's Journal.

"Erected Sat. Sept. 28, 1907, by city of Chicago and Chicago Association of Commerce."

This tablet is now (1908) on exhibition in the Museum of the Department of Municipal History, 200 Randolph St., and in the spring of 1909 it will be inserted in the concrete base of the cross.

Masonic Temple

State and Randolph Sts. This structure, 21 stories in height, was for some time the tallest building in the

world. It still outranks in height any other building in Chicago, unless we except the tower of a mercantile concern on the lake front. Its observation platform (admission 25 cents) is 354 feet above street level. From this platform on a clear day an extended view of the city may be had. The temple was erected in 1892 at a cost of \$3,000,000. It contains about 400 rooms, including several lodge halls.

Medinah Temple

Dearborn Ave. and Walton Pl. Reached by Clark or North State St. car.

To the left of the Newberry Library building is the Medinah Temple. This temple is headquarters for masonic affairs in Chicago and is magnificently fitted up, but it may be entered only by those entitled to admission by their membership in the Masonic order.

Midway Plaisance

Midway Plaisance is a strip of land containing 80 acres which lies between Washington and Jackson parks and is the site of the famed Midway Plaisance or side show section of the World's Fair. It is simply a magnificent boulevard 600 feet wide and a mile long, connecting the two great South Side parks. On either side are broad driveways with sunken lawns between. The University of Chicago (see description elsewhere) occupies most of the north side of the Midway Plaisance and eventually will have many buildings on the south side.

Monadnock Block

Dearborn, Jackson Blvd. to Van Buren St. This giant structure was for many years the largest office

building in the city and one of the largest in the world. It is of red pressed brick and extends a full city square in Dearborn St. It contains 1,150 rooms, housing in business hours about 5,500 people. The 18 elevators carry, by actual count, on an average business day, a little more than 28,000 persons. On the left wall, just inside the Jackson Blvd. entrance, is a metal case containing the first brick made in Chicago, 1835.

Municipal Lodging House

No. 10 North Union St. near Haymarket Square. Lake St. car to North Union St. This institution, maintained by the city, is most worthy in that it provides food and temporary shelter for worthy, stranded workingmen; it also assists in securing them employment. The applicant for lodging is registered on a card which gives all essential details about him and his past, also what lines of work he is skilled in. He is then given a ticket and passes down stairs, where he receives a very plain but substantial meal; thence he passes to the disrobing room where his belongings are placed in a netted sack; he next goes to the shower bath, then to the drying room, where he receives a night shirt and slippers. He is then carefully examined by medical men after which a clean, comfortable bed is provided on the second floor. The lodging house appointments are rough but scrupulously clean and the institution is in every way commendable. It may be freely inspected and will prove of interest. It is supported by the city and is not a charity but a duty society owes its unfortunates. There are ample accommodations for 300 to 350 persons a night, though at times it becomes necessary to house more than this. All work about the place is done by the lodgers and the intelligent admin-

istration of the institutions is such that tramps, chronic loafers or "hoboes" do not share the accommodations with the worthy, but unfortunate, for whom they are exclusively intended. Last year 108,145 such persons were served in the lodging house proper and in the outside emergency lodgings which were opened during the winter.

Museum of Municipal History

The Museum of the Department of Municipal History of the City of Chicago is for the time being located in Room 207, Temporary City Hall, 200 Randolph St. This museum is open to the public and while at present the space is necessarily limited, after the completion of the new City Hall it will possess spacious quarters. There it will be found on the tenth floor and will occupy space almost a full half block long on the Randolph St. side of the building.

Among the exhibits in the museum are a number of official documents of early Chicago. One of these is a call for the first village election in 1833 and with this is included a report of the returns of the election at which 28 voters elected a Board of Trustees composed of five members. This election occurred within the lifetime of persons still living. The present number of voters in Chicago is 410,398.

In the museum are also shown sections of the first water mains of the city. These are of wood and were used from 1836 to 1840. Other items include pamphlets, instruments of the early fire department, photographs, miscellaneous relics, theater programs, half a century old, earliest railroad time-table (1858), etc. The historical records preceding the great fire of 1871 number several thousand and their interesting contents

which have never before appeared in any historical work, will soon be edited and published by this department and thereby made available to the general reading public.

Newberry Library

Washington Square, corner Clark St. and Walton Place. Reached by car ride No. 1 or north bound Clark or Wells St. car. Open daily, except Sundays and legal holidays, from 9 a. m. to 10 p. m. The Newberry Library Building fronts Washington Square, a small but beautiful park. It is a handsome and impressive structure of Connecticut granite in Spanish Romanesque style, containing about 250,000 books, pamphlets, and maps, and costing \$545,429. Erected 1891-3. This library is mainly devoted to history, biography and genealogy. Entering, the visitor passes through a vestibule of colored marble into a spacious hall in which are several portraits of noted persons. Noteworthy are the relief panels depicting La Salle's march through Illinois, 1680; Benedictine monks at work on Manuscripts, 1456, and the Fort Dearborn Massacre, 1812. Opening from this hall is the check-room where hats, wraps, etc., are checked free of charge, and (Room 12) the museum containing copies of very ancient manuscripts in Arabic, Turkish, Chinese, Dutch, English, Greek, French, German, Italian, Hebrew, Spanish and many in Latin from the twelfth century down. Also Pali, written on palm leaves; Sanskrit and Persian. There is also a collection of fine bindings and very rare books, including illuminated manuscripts and other rarities of great interest to the book lover. Opening off this room is the private collection of Edward E. Ayer, containing one of the most complete libraries on

the American Indian extant. In the history room (third floor) is a very complete collection of books bearing on historical matters; also a complete genealogical index by means of which any American family may trace the written history of its various branches, if such there be. The collection of foreign and American magazines in another room is very extensive and will also be of interest to many. The whole library is full of interesting things and much time may be spent here profitably.

Notre Dame de Chicago

Oregon Ave. and Sibley St. Harrison St. car to Sibley St. and walk one block south. Church open daily.

This beautiful church has a circular auditorium with altars of Carrara marble. The main altar has a baldachin in copper and gilt supported by two large marble pillars. The side altars, four in number, and altar rail also are of marble. Services at 11 a. m., Sunday, in French; other services mixed. Large and very fine pipe organ. A feature of the church are the beautiful stained glass windows with life size figures.

Oakwoods Cemetery

Greenwood Ave. and Sixty-seventh St. Reached by car ride No. 5, or by Illinois Central suburban trains. Oakwoods Cemetery lies in the southern section of the city. It contains 186 acres, a large portion of which is parked. Near the southwest corner is Government Square, in which lie buried 6,000 Confederate prisoners who died in Camp Douglas prison during the Civil War, also twelve Union nurses. None of the names are known. In the center of the square is a monumental

statue with three tablets in bronze and iron at the sides which give full details. There are many monuments and mausoleums in this cemetery worthy of praise, and in its central portion is a large lagoon.

Orchestra Hall

Michigan Ave. between Jackson Blvd. and Adams St. This eight story, cut stone and red brick structure was erected in 1904 by the people of Chicago as an endowment and home for the Theodore Thomas Orchestra. It was built by popular subscription, there being some 8,500 subscriptions, in amounts ranging from 10 cents to \$25,000. The ground and building cost \$900,000 and the hall is the permanent home of the Theodore Thomas Orchestra. Theodore Thomas, the founder and leader of the orchestra until his death, conducted the dedicatory concert, December 14, 1904, and the next two regular pairs of concerts of the Orchestra. He died January 4, 1905. Orchestra Hall seats 2,577 persons and is the principal concert and recital hall of the city. It is also admirably adapted and is used for all classes of entertainment not requiring scenery.

The Thomas Orchestra, which is without a peer in this country, is one of the institutions in which Chicago justly, most prides itself.

It was organized by Theodore Thomas in 1891 and conducted by him continuously until the time of his death in 1905. Up to the time of the opening of Orchestra Hall in 1904 all concerts were given in the Auditorium. The organization of this orchestra and its continuance thereafter was only made possible through the initiative and continued co-operation of a self-constituted committee of guarantors composed of forty representative and public spirited citizens who

for thirteen years made good an annual deficit of from \$10,000 to \$40,000.

The orchestra consists of 87 musicians. From the first Mr. Thomas set the highest standards for membership and the majority of the men have had the additional advantage of continuous service together under a great leader.

While the programs are varied, and frequently supplemented by outside vocalists or instrumentalists of international reputation, they contain musical compositions only of the highest standard and character. The orchestral season lasts 28 weeks (longer than that of any other orchestra) during which two concerts are given each week, on Friday afternoon at 2:15, and at 8:15 Saturday evening.

With their own building available (bringing in good rentals where they formerly had to pay rent) the orchestra is now on a self-sustaining basis. So far as known no other orchestra enjoys this unique distinction. This in spite of the fact that popular prices are still continued. As indicating the wide appreciation of good music and approval of the orchestra, it may be noted in passing that the larger part of the seats for the Thomas Orchestra concerts are sold in advance for the whole season. Frederic Stock is the present efficient conductor.

Public Library

Michigan Ave., Washington St. to Randolph St.
Open 9 a. m. to 10 p. m., except circulating department, closes 6:30 p. m. Sundays 9 a. m. to 6 p. m., circulation department closed.

The Chicago Public Library occupies an immense massive structure of blue Bedford limestone, Roman

Classic in style; completed October, 1897. The building contains 110,000 square feet of floor space, housing 350,000 volumes and 63,000 unbound pamphlets, covering almost every subject treated since written language came into existence. There are especially extensive collections of art books, books in foreign languages, history, biography and travel, fine and liberal arts and sciences; also a very complete file of United States patent records dating back to 1790, German patent records back to the founding of the empire, French from the time of Napoleon I, Canadian since 1873, and British since 1617. There is one branch library (The Blackstone Memorial), 13 branch reading rooms and 70 delivery stations. About 1,600,000 books are drawn annually from the circulation department.

The Public Library, though most centrally located, would never be patronized as it is, except for this admirable system of branch reading rooms and delivery stations scattered all over the city. By this system any book in the main library may be delivered to the holder of a library card at his nearest branch station the day after it is called for.

Circulation statistics would indicate that Chicago excels as a center for lovers of good literature in the same degree in which it is pre-eminent as an art and music center, for the number of books circulated per capita of population is greater for this library than is the case with the famous public library at Boston.

Entering from Washington St. the visitor passes under the massive elliptical marble arch of the main staircase at the foot of which is seen in the floor a bronze replica of the corporate seal of Chicago. The elaborate decorations and designs in green and gold are of Tiffany glass mosaic. At the head of the stairs is the delivery room,

134 by 48 feet, finished in Italian statuary marble from the famous mines of Carrara, inlaid with glass mosaic, mother-of-pearl, and semi-precious stones, in which are worked devices of the early printers and other appropriate emblems. Specially to be noted are the stained glass dome and serpentine marble panels containing inscriptions in ten different languages, the characters inlaid in white. (Book, price 5 cents, at desk, gives translations.)

On the top floor is the Art Room with superb collection of works on art and art criticism, many rare and costly. On the floor below is the young people's reading room and at the end of the corridor is the reference room where any book in the library may be had for reference but not to be taken away. Ranged around the walls are encyclopedias, atlases, directories and dictionaries in all the principal languages. On the same floor is another reading room supplied with newspapers from every important city in the United States as well as hundreds of magazines and other publications, both American and foreign. The Grand Army rooms and Memorial Hall, with museum of war relics, battle flags, and portraits of prominent military men, including a life size oil portrait of Abraham Lincoln, is on the second floor of the building. The main floor is conspicuous for the spacious hallway fronting the Randolph St. entrance, with the public document room on the right, and reading room for the blind on the left. The large collection of books in this room printed with raised letters is unusual and worthy of special notice.

Pullman

Best reached by Illinois Central Suburban trains; fare 15 cents.

Formerly a separate city, well outside of Chicago, now incorporated with the rest of the city, but still retaining its distinctive individuality. Like the more recently constructed and nearby town of Gary, Ind. (see Suburbs), it is a city which was practically built to order for the use of the employes of a great industrial corporation about whose works the town is built. Few communities of twice the size have as many buildings and organizations for the public welfare or entertainment.

A great technical school will eventually be located in this community at One Hundred and Eleventh St. and Indiana Ave. The late George M. Pullman left \$1,000,000 for this purpose; the trustees of the fund are allowing the interest to accumulate to a certain amount before going ahead with construction.

The great Pullman Sleeping Car Works here may be inspected only by permission obtainable from the officials of the company in the Pullman Building, Adams St. and Michigan Ave.

Railway Exchange Building

Michigan Ave. and Jackson Blvd.

This 17 story structure is striking in that it is faced with white enameled tile which is washed and cleaned once each year. The building is 170 feet square and has a handsome court, glass roofed at third floor, its finish being white terra cotta and marble. The building was erected in 1904. On its roof is a blue print house for printing plans, etc., also a wireless telegraph station.

Ravinia Park

Reached by the Chicago and Northwestern R. R.; 21 miles. Ravinia Park Station directly in front of

entrance; also by Northwestern Elevated, Evanston branch, changing at Central St., Evanston (end of line), to Chicago and Milwaukee Electric R. R. Admission to park, including concerts, 25 cents.

Ravinia Park, though strictly speaking, an amusement park, is in a class by itself as regards any other place of the kind, either in Chicago or elsewhere. Its appeal is particularly to people of culture and refinement and lovers of nature, yet it is so easily accessible at a moderate cost that all may avail themselves, at times, of its beauties and pleasures. No visitor to Chicago during the months from May to October should fail to visit this place.

It is located midway between the suburban towns of Glencoe and Highland Park, about half a mile back from Lake Michigan, which at this point has precipitous banks eighty feet high. The country hereabout was originally entirely covered with a heavy growth of timber much of which is still standing both in the park and all about it. The grounds are enclosed with a high wire fence and cover a number of acres partly improved and partly in a state of nature.

For about ten weeks beginning the middle of June concerts are given afternoon and evening by two of the best orchestras in the United States. Reserved seats at these concerts are extra, but a large number of good seats are available without additional cost.

During the concert season the Chicago & Northwestern Ry. runs special trains to and from Ravinia at a special rate of one dollar, including admission to the grounds. In warm weather, time permitting, a pleasanter trip is via Northwestern Elevated to Central St., Evanston, fare 10 cents, changing there to the Milwaukee Electric line on which a round trip ticket, in-

cluding admission to grounds, may be had for 50 cents. The time required for the latter trip is one hour and a quarter.

The grounds are entered through an ornamental gateway, after leaving the cars of either system, which immediately faces the front of a beautiful theater, often used during the colder months and is always available in rainy weather. To the left is a great stadium and open athletic field flanked by dense woods, while to the right, through a little grove, and surrounded by beautiful flower beds, is a casino where light refreshment or an elaborate meal may be had at all times of the day or evening.

Back of these buildings, which are all of a style thoroughly harmonious with their sylvan surroundings and with each other, is the great pavilion, seating several thousand, where the concerts are given. At the sides under the surrounding trees are seats for hundreds more. The pavilion is open at the sides and end and so fine are its acoustic properties that the softest notes may be heard at a considerable distance from the building. On a clear, warm night with electric lights among the trees, and outlining the buildings, people in summer garb coming and going, and the exquisite music floating out on the breeze, the scene is indescribably beautiful.

At the left of the pavilion is an open air stage where the best plays are sometimes given during the summer.

A fine road all the way from Chicago makes this a favorite trip for automobilists. Entrance for autos and a shelter for their convenience is at the rear of the grounds.

The Rialto

Randolph St. to Clark, Clark St. to Washington, and Washington to LaSalle St. The above named streets

bound the County Building on three sides and on each of the three is a theater with another nearby. Also there are many theatrical booking agencies, and concerns selling supplies for theaters and actors in this territory and here the thespians gather. On almost any afternoon many of the stage folk, of all classes, may be seen in the single block from Clark and Washington to Randolph.

The Rookery

One of the earliest of Chicago's high buildings is The Rookery, located in La Salle St., and extending from Adams to Quincy St. This structure, which is more conspicuous for its massiveness than for its height (11 stories) at the time of its erection, 1885, was counted a triumph in commercial architecture. It was one of the first four buildings constructed of steel in the style which later became widely known as "Chicago construction."

The site upon which the Rookery stands is owned by the city and prior to the great fire of 1871 a water tank or tower, part of the city waterworks system, stood upon the ground. After the fire, in which the city hall was destroyed, a temporary structure for the housing of the various municipal departments was erected on this site. In the course of time the building became dilapidated and was dubbed "the rookery," a name which stuck. In 1885, the land was leased and this forerunner of the skyscraper era erected. In selecting a name for the building, several were suggested and rejected, and finally it was decided that "The Rookery" would prove distinctive and unusual. It was, therefore, adopted and has been identified with the big La Salle St. block ever since. The assessed value of The Rookery is \$1,200,000.

Saint Ignatius College and Church of the Holy Family

Blue Island Ave. and Twelfth St., Twelfth St. car.

Of interest as being quite old for Chicago, the parish having been founded in 1857, college erected 1869, its purpose being the higher education of the Catholic youth of the city. The main college building contains valuable mineralogical and natural history museums, and a library of 25,000 volumes. This whole section of Chicago was originally inhabited by the Irish, the parish numbering 24,000, but they have been almost entirely displaced during recent years by the Jewish element.

The Church of the Holy Family adjoins the college and has a fine interior, beautiful altars and stations of the cross. It is well worth a visit.

South Water Street Market

South Water St., State to Franklin Sts.

Within a distance of five blocks in South Water St., the first thoroughfare south of the Chicago River are between 200 and 300 commission, jobbing and wholesale concerns dealing in fruit, vegetables, poultry, eggs and butter. This district is the greatest market in Chicago for all foodstuffs of this kind, and has picturesque aspects and interesting features, which will appeal to all who have never visited the place and especially to those who are in any way interested in the raising or merchandising of products such as are handled here in such great volume.

In the earliest morning hours, wagons in a steady stream begin to arrive from the freight depots and from a considerable farming district beyond the city limits. Goods of all kinds are largely displayed, heaped high on

the sidewalks or crowded into the partly open fronts of the different places of business. All day long wagons are backed up to the sidewalks in the narrow street as closely as they can stand barely leaving room for passage between the rows of teams. On the sidewalks, what with passing trucks, groups of buyers, and crates or barrels of oranges, bananas, apples, potatoes, eggs and live poultry piled everywhere, passage for the pedestrian is equally difficult. With all the seeming confusion a vast amount of business is transacted here every day and soon after the close of business hours at night the street is as quiet and clean as that of any residence neighborhood.

An observer who recently took the trouble to count found 5,000 vehicles in the market section of South Water St. between noon and six o'clock in the evening, and on another day, between four in the morning and six in the evening, 19,856 were counted within the accepted limits of the market district.

A few figures giving some idea of the tremendous number of eggs, potatoes, and some of the principal fruits, used in Chicago and vicinity, and distributed through the South Water Street Market will doubtless be of interest.

An average of 1,500,000 cases of eggs are on storage here each year, of which something like one-third are used locally and the balance disposed of throughout the country. In the course of a year some 2,600,000 cases of storage eggs are shipped out and 866,000 cases used locally. Add to the latter figure 1,732,000 cases of fresh eggs required for local use and we have a total of 2,598,000 cases, or 935,280,000 eggs. At average wholesale rates, the egg business amounts to between \$25,000,000 and \$30,000,000 in value. For butter the

figures in general will run about one third less than for eggs.

Another very large item is the apple business. In recent years South Water Street has handled in one year all the way from a maximum of 1,000,000 barrels to a minimum of 650,000 barrels. There have been as many as 650,000 barrels in storage at one time and an average of about one-half that amount. With the wholesale price of apples ranging about \$3.25 a barrel, the value of the apples eaten in Chicago is seen to be no small amount.

Of oranges and lemons California alone ships in over 2,200 car loads running in the neighborhood of 300 boxes to a car. Florida furnishes at least 350 more cars, and about the same amount of grape fruit. Italy also furnishes the local market with lemons and oranges in considerable volume.

In the way of potatoes, it takes an average of 38 cars of 22,800 bushels to supply the local demand.

Even the humble banana has a sale amounting to fully \$1,200,000 at wholesale prices. An average of 4,000 cars a year, 450 bunches to the car, and 7 dozen bananas to the bunch, or a total of 151,200,000 bananas, is an approximate estimate of the present volume of business in this popular fruit.

Starting Point of the Great Chicago Fire

Twelfth St. car to Clinton St., then walk two blocks north.

At No. 137 De Koven St. is the site of the building in which the Great Chicago Fire of October 9, 1871, started. A stone tablet with suitable inscription is set in the facade of the building now occupying the lot.

The fire swept north and east from this point before

a fierce gale until it reached the business center which was entirely destroyed, then on through the best residence portion of the city to its farthest northern limits near Fullerton Ave.

The facts in regard to this great conflagration are well known, but some of them may perhaps well be repeated at this point. At the time of the fire Chicago had a population of approximately 300,000 people. For three or four weeks previous the weather had been hot and dry. The district in which it started was one of small frame buildings. On the night of Sunday, October 8, the wind was blowing a gale, so it may be seen that conditions were favorable for a disaster.

According to commonly accepted report the fire started shortly after 9 o'clock from a lamp which had been overturned by an unruly cow, belonging to a Mrs. O'Leary. The flames advanced with such rapidity that within six hours they had at some points covered as much as three miles. The destructive elements did not make their way forward in a solid front but in several different columns, leaving for a while unburned space between. For this reason, and because of the rapid advance, about 150 people were burned to death and as many more perished from injuries and exposure received during those three dreadful days before the fire burned itself out.

From the outset the fire department was practically powerless and several of the fire engines were consumed by the flames.

Before the fire ended on Tuesday the 10th, it had devastated a district roughly bounded on the south by Taylor and Harrison Sts; east to the lake; on the west by Jefferson, south to Harrison St., thence north and east along the South Branch and north and west along

the North Branch to the region of North Ave., then working more to the east and finally ending in the vicinity of Fullerton Ave., Lincoln Park and the lake. This comprised an area of 2,100 acres containing 2,500 stores and factories. Of the total population about 100,000 or a third of all the people in the city had been rendered homeless. The total direct loss was something like \$200,000,000, while the indirect loss from shrinkage in real estate values, interruption to business, increased cost of living, etc., was almost incalculable.

The people throughout the country responded nobly to Chicago's need and within a very short time had contributed \$4,200,000 in cash and many million dollars' worth of provisions and clothing. It was at the time freely predicted that Chicago would never rally from such a blow even to the extent of regaining her former pre-eminence, but though her buildings were gone, her citizens, with undaunted courage in the future greatness of their city, remained. Upon the ruins rose a new and more substantial Chicago. Within a few years not a scar was left, the city grew with increased rapidity and her business center was filled with a finer class of buildings that would have been built for many years except for the great fire.

Of late years it has been customary to celebrate the anniversary of the fire, October 9, as a red letter day in Chicago history, marking the beginning of a new era in her progress.

The Temple

Conspicuous among the better class of downtown office buildings is The Temple, Monroe and La Salle Sts. This fine structure, erected in 1892 at a cost of \$1,265,000, is a monument to the courage and enterprise of the

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Woman's Christian Temperance Union. The founder of the movement for the erection of the building was Mrs. Matilda B. Carse, the plan being presented in November, 1887, at a convention of the W. C. T. U. held in Nashville, Tenn. It caused great enthusiasm and was heartily endorsed. The cornerstone of the building was laid in November, 1890, three years later, and the building was completed in May, 1902. The building of the Temple was a project heartily favored by Frances E. Willard, the renowned former head of the great temperance organization. Up to the time of her death in 1898 she labored incessantly in its interest and since that time the affairs of the building have been under the careful supervision of the Board of Temple Trustees, headed by Mrs. M. B. Carse, its president.

A noteworthy feature of The Temple is Willard Hall (entrance from Monroe St. side of the building), named in honor of the illustrious leader of the temperance movement. In this fine hall, located in the center of the main floor of The Temple, and adorned with many beautiful memorial tablets, are held daily noontime meetings of religious character to which all are welcome. The Temple building proper, with its thirteen stories, is devoted to offices, but Willard Hall is a feature that stands out distinctively as a place reserved for the inculcation of spiritual wisdom. The noon meetings held daily throughout the year are largely attended by both Chicago men and women and the stranger within the gates.

Tunnel System

Main office Illinois Tunnel Co., 179 Monroe St. May be viewed only by special permission of General Superintendent.

Twenty feet under the streets of Chicago, unknown to most people, is a labyrinth of small tunnels or subways, 6 by 7 1-2 feet in size, and 56 miles in length. These tunnels follow the streets and are now (1909) connected with all railway freight depots, passenger stations and, through their sub-basements, with a number of the larger mercantile concerns as well as the Post Office. Electric motors draw cars laden with all sorts of merchandise, coal, ashes, etc. There are tunnels in State, Dearborn, Clark, La Salle, Fifth Ave., and cross streets, extending out about two miles beyond the Loop District. There are three underground power stations, two universal freight and transfer stations (one of them occupying five floors below the ground), eighty-five ordinary stations, and twelve tunnels, extending sixty feet under the Chicago River or its branches. So far between \$30,000,000 and \$40,000,000 have been expended on construction and equipment. The fact that the tunnels are not designed for passenger traffic accounts largely for the general lack of information about these wonderful subways. The bores also contain the cables of one of the local telephone companies.

Union Stock Yards

Reached by the South Side Elevated, transferring to the Stock Yards Branch at Indiana Ave. and Fortieth St., by the Halsted and Seventy-ninth St. cars which leave the Loop District going south in Clark St.; by any west bound car of any line, transferring to south bound Halsted St. car at Halsted St. Fare by any route 5 cents.

Arriving by elevated get off at Halsted St. station at entrance of the yards, or at Exchange station a short distance inside. By surface car get off at Halsted St.

and Exchange Ave., which is at the main entrance to the yards.

Passing under the arched gateway on Exchange Ave. the visitor is at once within the confines of the famous stock yards, the greatest live stock market in the world, and the abode of Chicago's most important commercial enterprise.

On either side of Exchange Ave, the well filled cattle pens stretch away to north and south in seemingly endless vistas. At intervals are cross streets all well paved with brick and thoroughly cleansed each day. Above are seen at stated distances covered passageways for more easily driving animals from one part of the grounds to another.

Cattlemen from the plains, buyers and sellers are coming and going on foot and on horseback; at the side of each pen, on top of the stout surrounding fence, is a narrow pathway where others who wish to buy or sell or simply look may inspect the animals from above at close range; here will be seen sheep, there hogs, then perhaps a bunch of calves, followed by pen after pen of fine steers from Kansas, Dakota and all over the western plains.

Some distance to the south, immediately after entering, may be seen the great structure of the International Amphitheater, described elsewhere; entrance from Halsted St. Horse sales and auctions are held in nearby buildings on certain days of the week.

On the left as one advances will be seen a large building, with ample space in front, known as the Live Stock Exchange, where are located the executive offices of the Stock Yards Co., a large bank, commission mens' offices, restaurant, telegraph office, etc.

Continuing still further, the visitor passes out of the

Stock Yards proper and into Packingtown, described elsewhere. There are located the colossal meat packing plants covering an area of several hundred acres. The Stock Yards branch of the South Side Elevated, after entering the yards just beyond the Halsted St. station, crosses them about in the center, then makes a loop encircling the largest packing house plants in Packingtown and back again to the starting point at Halsted St. station. If the visitor will make the trip in this way it will in a few minutes give him a very comprehensive view both of the Stock Yards and of the great meat packing establishments back of them before starting in for a more careful survey.

The Stock Yards Company, as such, does not buy or sell a single animal. Its only function is to provide facilities for the proper care of consignments, supplies of feed at reasonable prices, pens where stock may be safely and conveniently held for the inspection of buyers, and strict rules covering the weighing, inspection and handling of animals received for sale. Neither does it have any bias in favor of buyers as against sellers or vice versa. The packing house concerns do not have control individually collectively, or otherwise over the Stock Yards, but are dependent upon them for an adequate, and ever ready supply of raw material, and in the same way the yards could not prosper as they have done without a ready market close at hand for a practically unlimited number of food animals.

The Stock Yards cover an area of 500 acres of which all but 50 acres are paved with brick. Within their limits are 300 miles of railway track; 25 miles of streets; 13,000 pens; 8,500 double-decked pens; 25,000 gates; 2 banks; 6 restaurants; 1 hotel (The Transit House); a

water works plant, with daily pumping capacity of 8,000,000 gallons; 90 miles of water mains; 10,000 water hydrants; 6 artesian wells; 50 miles of sewer pipes; 450 electric, arc, and 10,000 incandescent lamps, to mention only a few of the appurtenances and conveniences necessary in running a great institution of this character.

Nor is this by any means all, for just outside the yards are any number of banks, restaurants, stores, hotels and a variety of other institutions dependent almost entirely on stockmen or Stock Yards employees for their support.

Within the present area of the yards there is room and accommodation for about 75,000 cattle; 300,000 hogs; 125,000 sheep and 6,000 horses. On a single day in 1908 there were 1,303 calves, 87,000 hogs, 27,000 sheep, and 838 horses, or a total of over 150,000 animals in 2,933 cars. This would make a train about 25 miles long or a procession of animals extending nearly 200 miles in single file. So highly organized, however, is every department of this great undertaking that receipts such as those mentioned above can all be unloaded before six a. m. and practically all sold for spot cash at the best prices prevailing in the country, before three p. m.

The present stringent regulations regarding the inspection of animals, both before and after slaughter, requires the services of between 300 and 400 U. S. inspectors in the yards and packing house district, not to mention a large number of state and city inspectors. So great is the demand for highly trained inspectors on the part of the state and the federal governments that the University of Illinois is building a great Veterinary College, just outside the yards, at a cost of \$350,000, for the building alone, where theoretical instruction

along that line can be given with vast practical experience to be had at first hand.

Prior to 1866 Chicago had already attained some prominence as a stock market, but the business was scattered through a number of small yards. In that year, John B. Sherman, who had in some degree realized the city's advantages in this respect, united these scattered interests, purchased the present site of the Stock Yards from "Long" John Wentworth, and inaugurated the business in a small way, which has now grown to such vast proportions.

Before leaving the subject a further word should be said which may help the visitor to realize the important part which this stock market and the related packing interests occupy in the field of Chicago's many sided industrial activity as a whole.

More than 45,000 persons are employed in the yards and Packingtown, and directly dependent on these employees are perhaps 200,000 more people. Then must be considered, hotels, restaurants, meat markets, canning and other factories, etc., dependent on these enterprises. An average of 1,000 carloads of cattle a day are received, worth not less than \$1,000 a car. One bank in the Stock Yards district has annual deposits of \$800,000,000 to \$900,000,000. Vast sums are expended also for freight, feed, fuel, boxes, cans, etc. Stockmen to the number of several hundred thousand who come to Chicago with shipments of animals during the course of a year are also heavy purchasers of farming implements and supplies of all kinds.

University of Chicago

Street car ride No. 5 to Fifty-ninth St. and walk two blocks east. Also Illinois Central suburban train to

Fifty-seventh or Sixtieth St. stations, or Cottage Grove Ave. and Fifty-fifth St. car to Fifty-seventh St., thence west three to four blocks.

This great seat of learning, facing the broad expanse of Midway Plaisance, eight miles from the center of Chicago, is a wonderful institution of world-wide reputation. Its marvelous growth in wealth, influence, and number of students is characteristic of Chicago as a whole, and still more to be wondered at when it is considered that the first students were admitted to very inadequate and incomplete quarters and facilities no longer than sixteen years ago.

The campus now covers 95 acres costing \$4,217,553, on which now stand 31 buildings (with others planned for the near future) costing nearly \$5,000,000, and the total of gifts to the University up to June 30, 1908, were \$29,651,859. It is expected that \$800,000, partly from Mr. J. D. Rockefeller and partly from a number of Chicagoans, will be subscribed for a Harper Memorial Library Building before this book is off the press. The number of students during the college year 1907-08 was 5,038 while 541 of this number secured degrees. The number of instructors was 341.

When, in 1886, the old University of Chicago, founded by Stephen A. Douglas and others passed out of existence, and a successor was being discussed, Chicago was decided upon as the site, because everything pointed to the future of this city as most promising for the proposed institution in years to come.

The old university had been a ward of the Baptist denomination and was hardly a university except in name. The new one from the first, while cherishing the memory of the old, has been a university, both in the freedom of its thought and methods, and in its

scope. The charter stipulates the non-sectarian character of the institution and provides that no religious test should ever be applied to faculty or student.

Mr. John D. Rockefeller, though the first and by far the largest individual contributor to the endowment of the university, has refused to let his name be used as part of the title, though the names of other contributors are perpetuated in particular buildings, the cost of which they have paid.

Chicago is proud of the university bearing her name and her citizens have responded literally to its support donating in all more than \$7,000,000. This sum has come from women as well as men. Wm. B. Ogden, first mayor of Chicago, left in his will \$550,000 to be used especially in the promotion of science. Yerkes Observatory at Williams Bay, Wisconsin, was built and equipped by the late Charles T. Yerkes, while a citizen of Chicago, at a cost of \$340,000. Mrs. Emmons Blaine and Miss Helen Culver each gave over \$1,000,000 and are the largest individual donors aside from Mr. Rockefeller.

While the university has been fortunate above most others in the wealth which has been so generously bestowed upon it, this alone would not account for the commanding position it has so quickly attained in the educational world. A complete prospectus of the university was worked out in detail and sent to more than fifty American colleges and universities for criticism long before the first student registered or even the foundations for the first building had been laid. Many of the plans contemplated were new to educators but had been worked out in the fertile mind of Wm. Rainey Harper, to whose genius and foresight the organization of the university is due, as well as the successful shap-

ing of its plans and policies under his presidency, up to the time of his death in 1906.

This wise forethought is everywhere evident—in plans for building, in the relations of the university with other colleges, in the arrangement of courses of study, in the guidance of social tendencies, wherever one choses to look.

The first students, 600 in number, entered the University in October, 1892, and from that time to this the buildings and equipment have been in constant use except for the usual brief vacations at Christmas, New Years, etc. The calendar year, contrary to college precedent in other times and places, is divided into four terms or quarters of twelve weeks each. The Summer Quarter, beginning June 15, offers exactly the same opportunities for study as the other quarters. This enables ambitious students to complete their course in three years and permits those who are working their way to drop out during the three months best for earning money. Hundreds of teachers, also, from all over the country come to the university during the Summer Quarter for post graduate work or further study along the line which they are teaching during the rest of the year.

In line with what has previously been said about a preconceived plan, certain things were determined before a single building was erected; an appropriate architectural style—English Gothic; a uniform building material—blue Bedford limestone; and a system for grouping, the Oxford, England, plan of special quadrangles. The first architect, Mr. Henry Ives Cobb, made a water-color sketch of the main quadrangle as it would look when all the buildings were put up and that sketch has been quite closely followed in every addition since made to the group of university buildings.

That uniformity in style does not mean monotony is clearly illustrated in the widely different effects of Haskell Museum, and Ryerson Physical Laboratory. The Law Building closely follows the design of King's College, at Cambridge, England, one of the most beautiful of European collegiate structures, so far as outward appearance goes, but within, is planned along more modern lines. The Bartlett Gymnasium is notable for the stern simplicity of its lines. A memorial stained glass window costing \$40,000, representing the crowning of the wounded Ivanhoe after the tournament at Ashby, is said to be one of the very finest examples of artistic stained glass in the country. The first floor of this building contains 1,500 lockers, baths, and a big swimming tank, as well as offices. The top floor is the exercising room, 200 by 80 feet, free from pillars and surrounded by a running track.

Across from the gymnasium stands what is known as the tower group—Hutchinson Hall, the Reynolds Club, Mandel Hall and Mitchell Tower—at present the architectural capstone of the university. Mandel Hall is a complete theater, with all accessories, including a fine pipe organ. It seats 1,200, and is used for convocations, religious exercises and a variety of other purposes. Hutchinson Hall in its interior is a reproduction of the beautiful Christ Church Hall at Oxford. This building is used as the men's dining hall. The whole building is one splendid room 150 by 40 feet, and 50 feet high, with not a pillar to hinder the view. One cannot fail to be impressed by its mediaeval pomp and magnificence. The Reynolds Club is the social home of all the men students at the university. There is a little theater on the top floor and everything to minister to the comfort and convenience of the students. The

Mitchell Tower which is almost an exact copy of the famous tower of Magdalen College at Oxford is in evidence from nearly all parts of the campus. It is thoroughly in harmony with all its surroundings and the most pleasing of any single architectural feature on the university grounds. The chimes with which it recently has been equipped are classed with the finest in this country.

Directly north of the main group of university buildings is Marshall Field, two inclosed city blocks, named after its chief donor. This is devoted to outdoor athletics and here are held the great intercollegiate baseball and football games. The women students have an inclosed field of their own 300 by 150 feet in area. The university is as yet without a General Library Building but, as previously explained, this is likely to be the next and most notable building on the whole campus. The larger part of the library collection consisting of 461,000 volumes and 170,000 pamphlets, besides thousands of magazines, is housed in the building of the University Press at the west end of the campus, the balance being scattered in special reference libraries throughout the various buildings. In this building are printed two college papers (one a daily), twelve scientific periodicals and an ever increasing number of books and special publications. The University Book Store is directly across the street.

At the opposite end of the campus, and directly affiliated with the university, are a group of buildings—the School of Education, a Gymnasium Building and the University High School. Here a pupil may start in the Kindergarten, then go through the eight years of Elementary and Grammar School work into the High School and from there to the University and Profes-

sional Schools, Chicago being the second university in the country to provide continuous instruction from kindergarten up through work leading to a doctor's degree.

In closing this description mention should be made of the Yerkes Observatory and its famous refracting telescope of 40 inches aperture. This was located on an eminence overlooking Lake Geneva, in southern Wisconsin, in order to secure clearer air and more freedom from vibration, for astronomical work. It is an integral part of the university and is surrounded by grounds of 75 acres in extent. The refracting telescope ranks as second of its kind in the world.

Washington Park

Reached by street car ride No. 5. Washington Park is very large and may be best viewed from a carriage or an automobile. It contains 371 acres beautifully parked and amply shaded with large trees. There is an extensive system of lagoons with row boats to hire at 15 cents to 25 cents per hour. There are also scores of tennis courts, a baseball field, beautiful park pavilion, and a speedway for fast horses. The Rose Gardens in season are charming. The park is surrounded on all sides by residence districts, and is therefore, constantly used by a large population living in the vicinity, and on holidays there are great crowds from farther away. • A feature of the park is several great open fields, with woods, shrubbery and flower beds only at the outer edge. Grand Boulevard affords a stately entrance to the north end of Washington Park and from the south end Midway Plaisance makes a magnificent connecting link with Jackson Park on the lake shore a mile to the east.

The large park conservatory is well worthy an inspection and in it is a most excellent floral display.

Waubansee Stone

One of the most interesting relics of the days when Chicago consisted only of Fort Dearborn and a few scattered cabins along the river is the Waubansee Stone, a granite boulder, something more than six feet tall and three feet square, that now reposes in the yard at the side of the Isaac N. Arnold house, 104 Lincoln Park Boulevard, North Side. This stone is one of the few authentic relics of the early military post. On one side of its top it bears a rudely carved portrait of the Indian chief Waubansee, who in the earliest days of the fort proved himself a friend of the white man. More than a century ago, this stone lay inside the Fort Dearborn stockade and from its top Daniel Webster, in 1837, delivered a speech. About the time of the Civil War, Mr. Arnold, now deceased, removed the stone to his yard where it has since remained. Mr. Arnold was a congressman from a Chicago district and one of the early presidents of the Chicago Historical Society.

Young Men's Christian Association

General offices, Association Bldg., 153 La Salle St. The Association has a very large membership and is composed of four city departments, six railway departments and seven student departments. The following privileges are open to all men or boys of good moral character: Scientific Physical Culture, 4 gymnasiums, 4 natatoriums, steam, shower and tub baths, massage, handball courts, fencing, wrestling and swimming clubs. Day and evening schools for men and boys; 5 distinct schools in day department and evening school of com-

merce. There are social advantages such as the use of parlors, reading rooms, writing rooms, lunch room, entertainments, employment bureau, dormitory rooms, restaurants, billiards and pool. Also there are courses in moral and religious education. The association land and buildings are valued at over \$2,000,000. The Central Y. M. C. A. at 153 La Salle St., in the heart of the downtown district, has the largest membership of any similar association in the country. It is an exceedingly busy place at any hour of the day. Visitors are always welcome.

Young Women's Christian Association

299 Michigan Ave. This organization provides a home for working girls who are alone in the city. They pay a very reasonable sum for board and room and are carefully looked after by the management as to their comfort and given something approximating home life. An agent of the association is at each depot to meet unattended girls arriving in the city and give them needed advice and direction. Much good has been accomplished in this direction.

CEMETERIES

Arlington, Lake St. and Arlington Ave.

Bethania, Archer Ave. and Seventy-ninth St.

B'Nai Abraham, near Waldheim.

B'Nai Sholom Temple Israel, North Clark St. and Graceland Ave.

Bohemian National, North Fortieth Ave. and W Foster Ave.

Brookside, South Elmhurst, Ill.

Calvary, Evanston, Ill.

Cemetery of North Chicago Hebrew Congregation, at Rosehill.

Concordia, Madison St. and Desplaines River.

Crown Hill, Aurora, Elgin & Joliet Railway.

Elm Lawn, West Lake St. and Melrose Ave.

Elmwood, Grand and Beach Aves.

Forest Home, Desplaines Ave. and Twelfth St.

Free Sons of Israel, Desplaines Ave. and West Sixteenth St.

German Lutheran, 2280 North Clark St.

Graceland, North Clark St. and Graceland Ave.

Montrose, North Fortieth and Bryn Mawr Aves.

Mt. Auburn, Oak Park and Ogden Aves.

Mt. Carmel, Hillside Station.

Mt. Greenwood, W. One Hundred and Eleventh St and Western Ave.

Mt. Hope, Grand Trunk R. R.

Mt. Marriw, N. Sixty-fourth Ave. and W. Irving Park Blvd.

Mt. Olive, N. Sixty-fourth Ave. and W. Irving Park Blvd.

Mt. Olivet, W. One Hundred and Eleventh St. and Grand Trunk R. R.

Oak Hill, Kedzie Ave. and W. One Hundred and Nineteenth St.

Oakwoods, Sixty-seventh St. and Greenwood Ave.

Oakridge, W. Twelfth St. and Oakridge Ave.

Ridgelawn, N. Fortieth and W. Peterson Aves.

Rosehill, Milwaukee Division C. & N. W. R. R.

St. Boniface, N. Clark St. and Lawrence Ave.

St. Henry's, Devon and Ridge Aves.

St. Joseph's, River Grove, Ill.

St. Lukas', 3317 N. Fortieth Ave.

St. Maria, Eighty-ninth St. and Grand Trunk R. R.

Union Ridge, Norwood Park.

Waldheim, three miles west city limits. Aurora, Elgin & Joliet Ry.

PARK AND BOULEVARD SYSTEM

Chicago is famous for her extensive and highly improved parks and boulevards, few American cities excelling the metropolis of the West in this respect. Elsewhere in this book the largest of the parks, such as Lincoln, Jackson, Washington, Garfield, Douglas and Humboldt are treated at length (see "Points of Interest"). The great boulevards of the city encircle the metropolis and connect the parks and squares. These great roads, splendidly paved and lined with trees and ornamental lamp posts, throughout the year are the favorite highways of the automobilists and during the summer months are gay with fine equipages of all descriptions. One east and west drive, Jackson Boulevard, connects the circuit in the center and by using this street it is possible to take up either half of the boulevard system without duplicating routes.

The most convenient and rapid way to make a tour of the parks is by automobile following the pleasant course of the boulevards from the central downtown district either north or south and completing the itinerary by passing over the great West Side boulevard system. It should not be forgotten, however, that the six great parks of the city can also be reached very quickly and easily by means of the surface and elevated railways at a cost no greater than 5 cents. It is only that the ride by automobile affords a more intimate view of the boulevards with their fine residences and public buildings and of the more obscure portions of the parks that it is to be preferred.

The Small Park and Playground System

No city in the entire world has equaled the achievement of Chicago in the development of small parks and playgrounds for adults and children during the last few years. In 1900 there were six main parks and about fifteen small public parks and squares but there was not in the entire city one single bathing beach or public playground. Today the city boasts sixty-three public neighborhood centers of recreation divided as follows: Thirty small parks and squares, 14 playgrounds, 17 small parks and playgrounds combined and 3 public bathing beaches. Truly a splendid showing when one considers the length of time consumed in accomplishment. The public park work is under four separate and distinct heads, namely: the South Park Commission with full authority over the South Side park system; the Lincoln Park Commission with the entire North Park System under its control; the West Park Commission which handles all matters pertaining to the West Side system, and the Special Park Commission, created by the City Council a few years ago to investigate the need for small parks and an outerbelt park system. This latter commission has gradually become an administrative as well as a promoting body.

Work of the Special Park Commission

This body has been very active in small park work, particularly in establishing playgrounds and bathing beaches. It has established twelve city owned playgrounds, two of which accommodated, during the year 1907, 1,602,730 boys and girls, most of whom, prior to the establishment of these grounds, had no other accessible playground except the streets and alleys or some vacant lot. Some years since the commission was

placed in charge of about forty small, vacant spaces scattered about the city, some of them merely a plot covering no more than three or four city lots. Since the beginning of 1907 it has converted about twenty of these spaces into playgrounds for children, equipped with swings, "teeters," horizontal bars and other amusement appliances dear to Young America's heart.

A few of the spaces placed in charge of this commission were already indifferently kept parks. These have been improved and beautified until they now are attractive features of their respective neighborhoods. By the end of 1909 many more of the spaces at the commission's disposal will have been improved. Aside from this work the special commission has established three bathing beaches, one of which, by reason of lake front improvements, has been abandoned but another will be opened at the foot of Ohio St. and ready for use in 1909. The number of people using these beaches during 1907 was 450,000. Swimming contests for prizes are held and there is a life saver in constant attendance. During 1909 it is proposed to give free swimming lessons. The maintenance of these beaches cost the city only \$3,747.56 during the year 1907. Surely an insignificant sum when it is considered that nearly half a million people enjoyed their privileges.

Work of the Regular Park Commissions

Concisely stated the main work of the park commissions along the line of small parks and playgrounds is in the assembling in one location of all the various features for recreation, play and physical culture, that were heretofore found scattered about in different localities; playground in one place, bathing pool in another, swimming pool here and wading pool there. Each one

of these features supplements the other and no one is complete without all other features at hand. The equipment of these small parks consists of a complete outdoor playground apparatus, swimming pool with suitable lockers in connection, buildings which enclose indoor gymnasiums for both men and women, locker rooms, shower baths, plunge baths, clubrooms, reading rooms, refectories and an assembly hall in which the public may gather and hold meetings for any moral purpose except religious services or political gatherings.

This equipment varies somewhat, of course, according to the amount of ground space available. There is no charge for the use of the assembly hall and the only supervision is the requirement of proper behavior on the part of the users. No charge is made, in fact, for use of any of the park privileges, the commissioners even furnishing bathing suits, towels and soap. These small parks have cost a great deal of money but the use made of them by the people more than justifies the expense of their creation and operation. Many times the accommodations, ample as they seem, are totally inadequate to meet the demand. During one year the facilities of the small parks established by the South Park Commission alone were used by more than five and a quarter million people. As illustrating the cost of parks of this character Armour Square, ten acres in area, may be cited. This park cost as follows: Land \$50,000; building, swimming pool and apparatus \$94,000; grading, water supply, drainage, etc., \$76,000; total, \$220,000.

South Park Commission

This body has established the following small parks to date and has acquired four more sites which will be

improved as soon as possible, when it is hoped the accommodations will be much more nearly adequate to the demand:

Hardin Square, 4.95 acres, Wentworth Ave. and Twenty-fifth St.

Mark White Square, 11 acres, Halsted and Twenty-ninth Sts.

Armour Square, 10.12 acres, Fifth Ave. and Thirty-third St.

Park No. 4, 7.81 acres, Princeton Ave. and Forty-fifth Place.

Cornell Square, 11 acres, Wood and Fiftieth Sts.

Russell Square, Bond Ave. and Eighty-third St.

Sherman Park, 60.60 acres, Garfield Blvd. and Center Ave.

Ogden Park, 60.54 acres, Center Ave. and Sixty-fourth St.

Hamilton Park, 29.95 acres, Seventy-second St. and Rock Island R. R.

Marquette Park, 322.68 acres, California Ave. and Sixty-seventh St.

Calumet Park, 39.99 acres, Lake Michigan and Ninety-ninth St.

Bessemer Park, 22.88 acres, Muskegon Ave. and Eighty-ninth St.

Palmer Park, 40.48 acres, South Park Ave. and One Hundred and Eleventh St.

Davis Square, 10.03 acres, Marshfield Ave. and Forty-fourth St.

Lincoln Park Commission (North Side)

The Lincoln Park Commission has, to date, been hampered by lack of adequate funds but has and is expending half a million of dollars on the three small

parks now under way or completed. It is expected that before long the commission will have funds to further prosecute the work when more small parks will be established in the congested districts of the North Side. Those now under way or completed are:

Chicago Avenue Park, 7 acres, Chicago Ave. and the lake.

Stewart Park, 1.7 acres, Sedgwick and Elm Sts.

Staunton Park, 6 acres, Halsted and Rees Sts.

These three parks will, when all are completed, cost approximately \$500,000. They lie in one of the most congested sections of the city and will accomplish a splendid work in providing recreation places for children of a district too far away to benefit from Lincoln Park.

West Park Commission

The West Park Commissioners have begun the work of establishing small parks and have, to date, three under way or completed, as follows:

Park No. 1, 8 acres, Chicago Ave. and Noble St.

Park No. 2, (not yet completed) Jefferson St. and Fourteenth Pl.

Park No. 3, 4 acres, May and Twentieth St.

The work will be extended by the West Side Park Commission as fast as funds are available.

Outer Belt Park System

In 1903, Cook County, the City of Chicago and the various park boards, joined in the appointment of a commission for the creation of an "outer belt system" of parks and boulevards for the county and city. The plan as proposed by this commission is an ambitious one and if carried out, as now appears likely, would mean the inclusion within the park area of Chicago of

vast territories north, south and west of the city, which in themselves possess much natural beauty. This new park district, as outlined in the printed report of the Special Park Commission to the City Council, on the subject of a Metropolitan Park System, involves the acquisition by the city and county of the land contiguous to the North Branch of the Chicago River, north from Lawrence Ave. to the county line, west to the Des Plaines River and south along the Des Plaines to a point below Riverside; thence west, south and east to the Calumet River and Lake Calumet territory, including the lake and its shores. The creation of many new boulevards and small parks is also proposed in the report of the special commission. The establishment of the "outer belt" park system and the numerous other parks and drives as now contemplated promises to place Chicago in the front rank of American cities in respect to park area and improvement.

Public Bath Houses

Scattered over the city are fourteen public bath houses now in operation, with several more in course of construction. These houses, which are named after men of prominence in the affairs of the city, were erected and are maintained by the city government. Here citizens may bathe free of charge. Certain days are set apart respectively for men, women, boys and girls. The bath houses were somewhat ridiculed when first the movement was started but now are very popular and beyond question are valuable aids in maintaining the average health of the city. They are, of course, patronized largely by working people who have no baths in their own homes.

MONUMENTS AND STATUES

Monuments and statues are not over plentiful in Chicago, a city which, until recent years, had little to boast of save the magnitude of its commercial enterprises. Within the city, however, are a number of statues and monuments of artistic worth and those named herein are of sufficient interest to repay inspection by the visitor to the city. With a few exceptions these are to be found in the public parks.

In Lincoln Park probably the most conspicuous example of American sculpture in Chicago confronts the visitor at the south entrance to the Park, North Ave. and Clark St. This is Augustus St. Gauden's lifelike representation of Abraham Lincoln, for whom Lincoln Park was named. This excellent piece of work has received the highest approbation of authoritative critics both in Europe and America. Other monuments in Lincoln Park include those erected in honor of Hans Christian Andersen, Benjamin Franklin, Ulysses S. Grant, Beethoven, Garibaldi, Goethe, La Salle, Linné, Schiller and Shakespeare. Symbolic pieces entitled "The Signal of Peace," and "The Alarm," also adorn the famous North Side pleasure ground.

In Humboldt Park are monuments to Humboldt, Leif Ericson, Reuter and Kosciusko. The Haymarket Riot policemen heroes are commemorated by the monument first erected in Haymarket Square but since removed to Union Park. A statue representing Carter H. Harrison also is one of the features of this park. In Garfield Park, farther out on the West Side, are the Victoria and Burns monuments and in Grant Park, on the Lake Front, is the fine equestrian statue of John A. Logan. McKinley Park possesses a worthy statue of the martyred president for whom it was named, and

at the foot of Thirty-fifth St. is a tall marble column surmounted by a statue of Stephen A. Douglas. An equestrian statue of Washington guards the north entrance to Washington Park and at the foot of Eighteenth St. is the well known monument which daily recalls the Fort Dearborn Massacre. In this list should be included the Rosenberg and Drexel Fountains, situated respectively in Grant Park and Drexel Square, Drexel Boulevard and Fifty-first Street.

B. F. Ferguson Monument Fund

In line with the varied plans and efforts already formulated and under way for "A City Beautiful," Mr Benjamin F. Ferguson, a wealthy and public spirited citizen of Chicago, left the city a notable bequest, which in addition to its direct benefits, will no doubt stimulate others to do likewise, and it will not be long until Chicago is as well known for civic beauty as for commercial pre-eminence.

Mr. Ferguson in his will stipulated that the net income of his bequest of \$1,000,000 should be expended in perpetuity, under the direction of the Board of Trustees of the Art Institute, exclusively in the erection and maintenance of enduring statuary and monuments, in whole or part, of stone, or bronze, in the parks, along the boulevards, or in other public places, within the city of Chicago, commemorating worthy men or women of America or important events of American History. All plans or designs are to be determined by the Board of Trustees of said Institute.

The first use to which the fund is to be put is for the purchase and erection of a beautiful group of statuary, by the famous Chicago sculptor, Lorado Taft, called "The Great Lakes." This group is to surmount and

embellish a fine fountain which will probably be placed at the head of one of the great boulevards. Each of the great lakes is typified by a separate symbolic figure.

CHICAGO, A SUMMER RESORT

Chicago's merits as a Great Central Market, as a convention city, and as a place of interest to the casual visitor at any time of the year have been widely proclaimed. As a result a constant stream of merchants, delegates, and tourists pours into the city.

It is only of recent years and perhaps with not quite the same degree of assurance that outsiders have begun to hear of and realize the claims of Chicago as an ideal summer resort, when as a matter of fact too much can hardly be said on this point.

In all America there is no big city where one can play and rest so comfortably during a summer vacation, and at the same time learn so much without really going to school, as here in Chicago, one of the world's greatest ports, although a thousand miles from the ocean. On the other hand the University of Chicago and other institutions offer the same opportunities for serious study of the arts, sciences and literature during the summer as at any other season, opportunities of which teachers and students, from other sections, in ever increasing numbers are availing themselves.

To the visitor from the lakeless regions of the West and Southwest, as well as other parts of the country away from the seaboard, there is a perpetual fascination in the ocean-like expanse of Lake Michigan, with its varying moods and ever shifting colors. Swift passenger steamers come and go, smaller pleasure boats, both sail and motor driven, are everywhere on the water front, while great freight steamships, equal in size to

many of the ocean liners, pass on their way to or from the Calumet River district.

Nearly twenty-four miles of lake frontage is included in the city limits not to mention the courses of the Chicago and Calumet Rivers with their branches. In addition to this all the large parks have artificial lakes known as lagoons of considerable area and an abundant supply of row boats. Lincoln Park outer lagoon provides facilities for speeding in racing shells; at both Jackson and Lincoln Parks there are harbors for all sorts of pleasure craft; all the parks and Midway Plaisance contain tennis courts, and most of them have either baseball fields, golf courses or facilities for other forms of sport.

The broad, level, macadamized avenues and boulevards, throughout, and connecting the parks one with another, and all with the downtown district, tempt one to automobile rides or bicycling, while up and down the shore are public bathing beaches, privately or municipally owned, ample to accommodate all who enjoy a good swim in water of comfortable temperature.

During the summer also most of the parks offer special attractions in the way of band concerts, illuminated fountains, etc., while the numerous amusement parks and summer gardens offer the best to be had anywhere in attractions of that type. The music lover at Ravinia Park, an hour's ride from the center of the city, can hear orchestral music of the highest order. At the theaters, while there are not so many meritorious attractions as during the winter, one or two good dramas are sure to be playing and several excellent productions in the musical comedy or comic opera line.

Facing Grant Park and the lake and only two blocks from the great retail shopping center of the city one

may obtain accommodations in any one of the several hotels among the very finest in the country. Within a mile north or south of here is a good boarding house district (for details see daily papers) while both on the North and South Sides near the lake and out from the bustle of the center of the city are a number of fine family hotels. If one should wish to get still further out into more rural surroundings, and yet within easy reach of the attractions of the big city, the suburban towns of Oak Park, Evanston, Winnetka or Highland Park each have their special attractions and offer accommodations to suit all tastes and purses.

The fault finder and critic who never finds things to suit him, will by this time be saying to himself, if not to others, "All these things may be very fine, but I am not going to any sweltering hot city for rest and recreation." Right here we must deny his implication regarding the heat of summer in the Windy City and state most positively that Chicago's delightful summer climate is one of her strongest claims to favor as an ideal summer resort. It is not asserted that there are no hot days, but a heated term never lasts more than a few days and is tempered by lake breezes at that, while the general average should suit the most critical.

Following are the Government Weather Bureau reports for the last five years covering the daily mean temperature (average between daily maximum and daily minimum), average maximum, and average minimum, during June, July and August, which will give a fair idea of weather conditions:

Daily Mean Temperature, Chicago

	June	July	August
1904.....	64.3	71.1	68.4
1905.....	65.3	71.2	74.0
1906.....	67.8	71.6	75.5
1907.....	66.1	73.2	71.2
1908.....	68.5	74.3	73.4

Average Daily Maximum Temperature, Chicago

	June	July	August
1904.....	71.1	77.8	75.3
1905.....	73.2	78.0	80.2
1906.....	74.7	77.2	81.6
1907.....	73.4	79.8	77.2
1908.....	75.7	80.4	79.2

Average Daily Minimum Temperature, Chicago

	June	July	August
1904.....	57.4	64.3	61.3
1905.....	57.5	64.4	67.8
1906.....	61.2	65.9	69.6
1907.....	59.0	66.8	65.1
1908.....	61.1	68.2	67.0

The average maximum temperature for all the days in August for 20 years past is 77.3 and the average minimum is 65.1. The highest temperatures recorded any day in 1908 were 93 in June, 96 in July, and 94 in August.

Lake Michigan, which moderates in so great degree the heat of summer, also mitigates the cold of winter. The minimum temperature recorded in 1908 was 2 in February, while the average minimum for January and for February was respectively 21.9 and 21.0.

On the hottest day that ever occurs immediate relief may be had by a trip on one of the big excursion steamers, which cross the lake several times a day, or shorter trips up and down the lake shore may be had in smaller boats. A trip to Manitou Island (at the head of Lake Michigan) and return, stopping along the way, is a delightful experience.

Within three hours ride by train from Chicago, in Indiana, Illinois and Wisconsin are hundreds of beautiful small lakes affording good fishing, boating and bathing. In closing, the large number of interurban electric trolley lines radiating from Chicago should not be forgotten. They make fast time, have fine equipment, and over their own right of way, often take one through beautiful districts which the steam railroads in the nature of things cannot cover.

PHILANTHROPIC INSTITUTIONS IN CHICAGO

Chicago's citizens are proverbially charitable, and its philanthropic institutions, societies, guilds and corporations of a semi-charitable nature cover a wide range. There are 16 institutions which furnish aid by providing employment; 48 which furnish food, fuel, clothing and general relief; 38 day-nurseries and kindergartens; 13 fresh-air charities; 4 institutions which provide legal aid and advice concerning claims for wages, etc.; 9 which provide relief for foreigners; 5 supplying relief for soldiers, sailors and their widows and orphans; 6 furnishing relief to various classes, callings and professions; 13 providing care for sick in their homes; 37 asylums, homes and cheap lodgings for children; 8 children's societies providing homes for children, caring for sick or crippled children, etc.; 6 children's probation courts, probation work institutions

and agencies for the reformation of children; 21 municipal, state and national homes for destitute adults; 22 institutions providing situations with free board and cheap meals and lodgings; 38 general hospitals which do more or less charitable work; 12 convalescent and special hospitals, sanitariums and special dispensaries; 37 free dispensaries; 1 home for incurables; 9 women's, children's and lying-in hospitals and women's and children's dispensaries; 21 training schools and homes for nurses; 7 societies for visitation, diet, and aid for sick in institutions; 3 schools or asylums for the blind; 1 school for the deaf and 13 public schools with instructors for the blind and deaf; 5 institutions furnishing care, relief, outings, etc., for crippled children; 11 institutions for the insane, feeble-minded and epileptics; 6 agencies for the reformation of men; 10 for the reformation of women; 3 societies for the improvement of industrial conditions; 23 social settlements, and so the list might be continued almost indefinitely.

A few of the more important philanthropic institutions are given separate mention but space forbids describing many equally meritorious enterprises.

Social Settlements

Social Settlements are neighborhood centers established for the purpose of improving the condition of the surrounding community in manner of living, in morals, in social condition as well as in other ways. Also they seek, by investigation and calling public and official attention to wrongs, to improve industrial conditions as well.

There are 23 of these institutions in the city, the two oldest being Hull House and Gads Hill Center, both of which were established in 1889. Chicago Commons (established 1894) is second only in importance

to Hull House, these two being best known to the world at large. These institutions "seek to provide a center for higher civic and social life, to maintain religious, educational and philanthropic enterprises and improve the conditions in industrial centers." Gymnasiums, clubs, classes, coffee houses, workingmen's clubs, theaters, industrial museums, with shops for various handicrafts, women's clubs, cooking, sewing and household instruction, penny savings banks and other things of like nature are included in the list of their activities and accomplishments.

Abraham Lincoln Center, Oakwood Blvd. and Langley Ave., Cottage Grove car to Oakwood Blvd. and walk west to Langley.

Association House, 575 W. North Ave., Milwaukee Ave. car to North Ave.

Central Settlement, 1409 Wabash Ave., Cottage Grove Ave. car to door.

Chicago Commons, Grand Ave. and Morgan St., Grand Ave. car (in Lake St.) to door.

Eli Bates House, 80 Elm St., Larrabee St. car to Elm St.

Elizabeth E. Marcy Home, 134 Newberry Ave., Twelfth St. car to Newberry Ave.

Fellowship House (formerly Helen Heath Settlement), 869 Thirty-third Place., Halsted St. car to Thirty-third Pl.

Forward Movement, 305 W. Van Buren St., Van Buren St. car to door.

Frances E. Willard Settlement, 133 S. Morgan St., "Harrison and Center" car to door.

Francis E. Clark Settlement, 2014 Archer Ave., State St. or Wentworth Ave. car to Archer Ave.

Frederick Douglas Center, 3032 Wabash Ave., South Side Elevated to Thirty-first St. station.

Gads Hill Center, 867 W. Twenty-second St., Blue Island Ave. car to Twenty-second St. and transfer to west bound Twenty-second St. car or walk short distance west.

Henry Booth House, 171 W. Fifteenth St., Halsted St. car to Fifteenth St.

Hull House, 335 S. Halsted St., Halsted St. car to door.

Institutional Church and Social Settlement (colored), 3825 Dearborn St., State St. car to Thirty-eighth St.

Maxwell Street Settlement, 270 Maxwell St., Halsted St. car to Maxwell and walk east.

Neighborhood House Association, Sixty-seventh and May Sts., Halsted St. or Wentworth Ave. car to Sixty-third, transfer west on Sixty-third to Center Ave. and south on Center Ave. to Sixty-seventh, walk east one block.

Northwestern University Settlement, Noble and Augusta Sts., Milwaukee Ave. car to Augusta St., and walk west.

Olivet House, 44 Vedder St., Halsted St. car (north bound) to Vedder St. and walk east.

Settlement House of Armitage Ave., 783 Armitage Ave., Milwaukee Ave. car to Armitage Ave. and transfer west in Armitage.

Trinity Mission, 155 E. Eighteenth St., State St. car or South Side Elevated to Eighteenth St.

Tyng Mission Settlement, Archer Ave. and Twenty-first St., Archer Ave. car south in State St.

University of Chicago Settlement, 4630 Gross Ave.,

Wentworth Ave., Halsted, State St. or Ashland Ave. car to Forty-seventh St. and transfer west on Forty-seventh to Ashland Ave.

Beside the foregoing list there are many institutional churches and missions doing a great deal of work along the same lines undertaken by the Social Settlements.

Fresh Air Funds

The following organizations, as a part of their philanthropic work, or as their sole aim, arrange for summer outings for needy or sick but worthy people.

Chicago Daily News Fresh Air Fund and Sanitarium, Lincoln Park, foot of Fullerton Ave., N. Clark St. car to Fullerton Ave.

This meritorious enterprise is fostered by the Chicago Daily News and is supported by voluntary contributions to which the Daily News adds liberally. Its prime object is the care of sick babies and children, to which is added the giving of summer outings to deserving mothers and children. The sanitarium building is the only one of its kind in the country. Its location is excellent, the structure projecting partly over the lake. During 1907 the sanitarium received 8,811 sick babies, 7,466 mothers, 5,977 children and 72,041 visitors.

Camp Goodwill, Evanston, Ills., Northwestern Elevated; fare 10 cents.

This camp entertains poor children and women selected by the Chicago Bureau of Charities, the Relief and Aid Society and the Bethesda Mission. Guests remain one week. Open five weeks in July and August of each year. During this period 100 mothers and their children are provided for each week.

The Chicago Bureau of Charities provides summer

outings for women and children. During the year 1907 outings were provided for 13,600 individuals.

The Chicago Relief and Aid Society, 51 La Salle St., among other forms of philanthropy conducts fresh-air stations for sick babies during the summer months.

Gads Hill Encampment Association. This organization, an outgrowth of the Gads Hill Settlement, provides summer outings for poor people of the settlement district.

La Rabida Sanitarium, Jackson Park, foot Sixty-fourth St., South Side Elevated to Stony Island Ave. and walk across park.

The structure is a relic of the World's Fair, being a reproduction of La Rabida Convent in Spain, which sheltered Columbus prior to the voyage which resulted in the discovery of America. It is utilized during three months of the summer for the care of sick babies from the congested sections of the city.

New Lenox Fresh Air Camp, New Lenox, Ill., provides one week outings for young women and mothers with infants. It is a branch work of the Chicago Deaconess' Home.

Volunteers of America. This organization maintains a fresh-air camp near Benton Harbor, Mich., for poor mothers with sick infants, from the city slums. Also it provides outings for newsboys and street waifs. The camp is open from June to September.

Day Nurseries

The following institutions are, or maintain as a part of their work, nurseries in which, for a fee of five to ten cents per day, mothers who work out may leave their children or babies to be cared for during the day:

Bethesda Day Nursery, 133 S. Morgan St.

Bethlehem Day Nursery, Fifty-second St. and Fifth Ave.

Chicago Hebrew Mission, 407 Fourteenth Pl.

Eli Bates House, 80 Elm St.

Elizabeth Muriel Day Nursery, Lincoln St. and W. Twenty-second Pl.

Emeline Thomas Day Nursery, 531 W. Superior St.

Helen Day Nursery, 177 W. Twelfth Pl.

Institutional Church and Settlement Day Nursery, (colored), 3825 Dearborn St.

Little Wanderer's Day Nursery, 197 Walnut St.

Margaret Etter Creche, 1421 Wabash Ave.

Marie Day Nursery, 2340 Wentworth Ave.

Matheon Day Nursery, 180 Grand Ave.

St. Ann's Day Nursery, 333 S. Loomis St.

St. Elizabeth's Day Nursery, 655 N. Ashland Ave.

St. Mary's Day Nursery, 481 Wabash Ave.

Stockyards District Day Nursery, 4758 Marshfield Ave.

Worker's Creche, 3007 Butler St.

Institutions for Children

The following institutions provide relief, homes or practical help for neglected or delinquent children, their varying character being, for the most part indicated in the name:

Allendale Association, Allendale Farm, Lake Villa, Ill. Provides home for neglected boys between the ages of 8 and 13 years.

Amanda Smith Industrial Orphan Home (colored), 305 One Hundred Forty-seventh St., Harvey, Ill.

Angel Guardian German Orphan Asylum (Roman Catholic), 401 Devon St.

Chicago Boys Club, 262 State St.

Chicago Homes for Boys, 509 W. Adams St.

Chicago Foundlings Home, 114 S. Wood St.

Chicago Home for the Friendless, 5059 Vincennes Ave

Chicago Home for Jewish Orphans, Sixty-second St. and Drexel Ave.

Chicago Industrial Home for Children, Woodstock, Ill., office 14 N. May St.

Chicago Industrial School for Girls, 4900 Prairie Ave.

Chicago Nursery and Half-orphan Asylum, 175 Burling St.

Chicago Orphan Asylum, 1520 South Park Ave.

Danish Lutheran Orphan Asylum, 1183 N. Maplewood Ave.

Hephzibah Children's Home, 324 Lake St., Oak Park, Ill.

Home for Jewish Friendless and Working Girls, Fifty-third St. and Ellis Ave.

Illinois Children's Home and Aid Society, Room 601, 79 Dearborn St.

Illinois Industrial School for Girls, 134 Clark St.

Illinois Manual Training School Farm, Glenwood, Ill., Room 435, 113 Adams St.

Illinois Masonic Orphans' Home, 447 Carroll Ave.

Junior Business Club, 428 Washington Blvd. A home for dependent and delinquent boys. Boys with no home are aided in securing positions. Runaways are kept until their parents can send for them.

Marks Nathan Jewish Orphan Asylum, 592 N. Wood St.

Parental School, St. Louis and Berwyn Aves. Home for dependent children of minor delinquencies.

Visitation and Aid Society, 717 Unity Bldg., 79 Dearborn St.

Visiting Nurse Association

Offices at 79 Dearborn St.

This organization, incorporated in 1890, is supported by voluntary contributions of philanthropically inclined citizens and is an agency that accomplishes much good among the poor of the city. The officers, directors and patronesses of the association are women prominent in the social life of Chicago. In the association are four nurses supported by endowment and twenty by special subscription. The total number of nurses employed by the association is 76. The consulting staff of physicians and surgeons is composed of members of the medical profession who are especially prominent in their respective fields of work. During the year 1907 the nurses of the association visited 14,981 patients, 14,155 of these being new patients not before called upon. The total number of visits made during the year were 99,510. In addition to their special service as nurses other deeds of charity were performed, one of these being the giving out of 2,322 garments for destitute persons. Employment was found for 248 individuals who were out of work. During the year persons belonging to 38 different nationalities were cared for.

The purpose of the Visiting Nurse Association is briefly stated in section 2 of its charter: "The object for which it is formed is for the benefit and assistance of

those otherwise unable to secure skilled assistance in time of illness; to promote cleanliness and to teach proper care of the sick; and to establish and maintain one or more hospitals for the sick, or a home or homes for the accommodation or training of nurses."

Chicago Tuberculosis Institute

51 La Salle St., near Randolph St. The object of this beneficent organization is the prevention, treatment, and study of consumption and other forms of tuberculosis.

It collects and distributes exact knowledge in regard to the causes, prevention, and cure of the disease. It also promotes legislative, and other measures, for the improvement of living conditions, and prevention of the spread of consumption. Further preventive work is accomplished by means of an educational propaganda carried on in a variety of ways, notably through illustrated public lectures.

Direct curative results are obtained through the work being conducted at seven free dispensaries located as follows: Chicago Polyclinic Hospital Dispensary, 174 E. Chicago Ave., Central Free Dispensary, Rush Medical College, 757 W. Harrison St., West Side Dispensary, College of Physicians and Surgeons, Congress and Honore Sts., West Side Dispensary of Jewish Aid Society, Morgan and Maxwell Sts. South Side Free Dispensary, Northwestern Univ. Medical School, 2431 Dearborn St., Hahnemann Hospital Free Dispensary, 2811 Cottage Grove Ave., Stockyards Free Dispensary, 823 W. Forty-seventh St.

These dispensaries are open at stated hours two days each week. From sixteen to twenty doctors give their services in this connection and eight nurses are in at-

tendance during consultation hours. At other hours their whole time is spent in visiting, nursing, and giving expert advice at the homes of consumptive poor families.

Through the generosity of Mrs. E. H. Spalding, an open air sanatorium is maintained on a farm at Naperville, Ill., about an hour's ride from Chicago. This place has a capacity of only 30 beds, which are constantly filled. It is much desired to greatly enlarge this part of the work, which is giving splendid results.

Aside from the endowment mentioned, the work of the Institute is dependent on voluntary contributions.

Cook County Hospital

Harrison and Wood Sts., "Harrison and Center" car to door.

The Cook County Hospital and Morgue covers an entire city square. In size and the vast scope of its work this institution is notable. It was established in 1874. All classes of cases, both surgical and medical, are admitted except smallpox, the only requirement being that the patient be unable to pay for treatment. Everything is free. There is a staff of seventy attending physicians and surgeons, forty-eight house physicians (internes), two hundred nurses and about two hundred and forty other employees. The hospital cares for about 1,100 patients daily, the total number of cases for the year 1907 being 28,932. The average cost per patient is about \$1.00 per day. No money is taken from patients for treatment of any sort, the hospital being maintained entirely by taxation. The County Morgue is just to the rear of the hospital and may be viewed freely.

Immediately surrounding the County Hospital are

four of the leading medical colleges and numerous other hospitals.

Contagious Hospital

Recently a new contagious disease hospital has been established by the city health department at Thirty-fourth St. and Lawndale Ave. Only cases of diphtheria and measles are admitted to this institution. Smallpox cases are cared for at the Isolation Hospital, one block south, at Lawndale Ave. and Thirty-fifth St.

Chicago Home for Incurables

5535 Ellis Ave., Cottage Grove car to Fifty-fifth, transferring east in Fifty-fifth to Ellis Ave.

Cares for incurable sick. Admission fee is fixed in accordance with means of patient. Average number of patients 275.

Hospitals and Homes for Blind

Illinois Industrial Home for the Blind, Southwest Blvd. and W. Nineteenth St., Douglas Park branch of Metropolitan Elevated to Douglas Park station.

State Institution. Gives employment and home to blind adults. In many of the Chicago public schools there are special teachers for the blind and the deaf.

Schools and Asylums for Cripples

Home for Destitute and Crippled Children, 46 Park Ave., Lake St. Elevated to Wood St., walk one block south.

Provides home and gives education and training to destitute crippled boys between ages of 3 and 12 and girls 3 to 15. Supported by voluntary contributions.

Outing and Luncheon Association, Lake and Elizabeth Sts., Lake St. surface car to Elizabeth St.

Provides outings for crippled children during summer, hot dinner during school year, clothing and other necessities to enable them to secure an industrial education. Supported by voluntary contributions.

St. Joseph's Home for Aged and Crippled, Hamlin and Schubert Aves., Milwaukee Ave. car to Diversey Ave. and transfer to Hamlin, walk one block south.

For Polish residents over 14 years of age. Conducted by Sisters of the Third Order of St. Francis.

School for Crippled Children (Public), Lake St. between Ann and Elizabeth Sts., Lake St. surface car to door.

Relief for the Insane, Feeble-minded and Epileptic

Cook County Detention Hospital, Wood and Polk Sts., Douglas Park branch of the Metropolitan Elevated to Polk St. and walk one block west.

County Institution, sustained by taxation.

Cook County Hospital for the Insane. This institution is at Dunning where other county institutions are located.

Treatment of Delinquent Adults

Bible Rescue Home, 236 Warren Ave., Madison St. car to Robey St., walk one block north to Warren Ave.

Gives temporary shelter to unfortunate men who wish to lead better lives. Provides employment for them in home until situation can be secured.

House of Correction (The Bridewell), Twenty-sixth St. and California Ave., Blue Island Ave. car to door.

City prison for idle and disorderly persons over 16 years of age.

John Worthy School. Affiliated institution with the

House of Correction. Confines incorrigible youths under 16 years of age. Also teaches them industrial pursuits and works for their reformation.

There are several other organizations in Chicago for the care and reformation of men.

Juvenile Court

Located at 202 Ewing St., near corner of Halsted St. Take Madison St. car and transfer south on Halsted St.

The Juvenile Court of Chicago, a comparatively recent institution, aims to lessen juvenile crime and misdemeanors by reserving for the hearing of cases, where children are charged with infractions of the law, a court entirely separate from those wherein are held trials of older and more hardened criminals. The cases that come up most frequently for decision in the Juvenile Court are those which involve the dependency and delinquency of minors, truancy and a few more serious charges which result in the offenders being held to the grand jury of Cook County. Largely the result of these cases is that the youthful criminals are released on probation and are kept under the surveillance of an officer of the court until the end of the probationary period. Much good has resulted from the adoption of this plan, statistics indicating that by means of the newer and more humane method juvenile crime has greatly decreased.

In 1906 the total number of dependent children coming before the Juvenile Court was 2,194, of which number 1,237 were boys and 957 girls. Of delinquent boys the number of cases heard during the same period was 2,131 and of girls 464. The total number of delinquents put on probation was 1,331 and of dependents

746. Seven hundred and ninety-nine delinquents were sent to institutions and similar disposal was made of 1,384 dependents. Cases dismissed included 435 delinquents and 61 dependents. Seventeen boys were held to the grand jury and 280 new cases of truancy were heard.

Agencies for the Reformation of Women

Beulah Home and Maternity Hospital, 959 N. Clark St., N. Clark St. car to door.

Florence Crittenden Anchorage, 2615 Indiana Ave., Indiana Ave. car to door.

Martha Washington Home, Irving Park Blvd. and Western Ave., Lincoln Ave. car to Irving Park Blvd. and transfer west to Western Ave.

The Salvation Army and Volunteers of America maintain institutions in aid of women, as also for men.

Miscellaneous

Associated Jewish Charities of Chicago, Room 1328 108 La Salle St. Established 1900; collects, administers and distributes the contributions of Jews and others of Chicago in aid of the Jews of the city.

Bureau of Personal Service, 531 Union St. This institution provides legal aid to needy Jews.

Chicago Boys Club, 262 State St., near Van Buren St. This establishment was launched in 1901, incorporated 1902, and is for the "moral, mental and physical development of street boys." between the ages of 8 and 14 years. Average annual attendance exceeds 25,000. Maintains manual training classes, gymnasium, printing room, employment bureau, free baths, etc.

Chicago Girls Club, 404 State St.

This club (established 1905) is under the auspices of the Chicago Boys Club promoters. Girls from the slums between the ages of 6 and 14 years are taught elements of housekeeping such as mending, cooking, sewing, etc.

Chicago Bureau of Charities, Room 401, 158 Adams St., Rand-McNally Bldg.

This is Chicago's principal charitable organization and its range of activities cover practically the entire field of donative help. It is undenominational and places chief emphasis on the development of the natural resources and powers of the applicant through the help of trained social workers. It stands for intelligent co-operation among all charitable agencies of the city and maintains active working relations with about five hundred churches, charities, settlements, schools and other organizations. Provides material relief immediately in emergency cases followed by an attempt to readjust the affairs of the individual so as to restore his or her independence. Maintains ten district offices in order to reach all parts of the city promptly and effectively. It stands in relation to every worthy charitable and philanthropic effort, collective or individual, much as the clearing house stands to the banks. Through this agency definite information can be promptly secured as to the real needs and worthiness of any individual or family apparently requiring help. Supported wholly by contributions and expends more than \$50,000 annually.

Chicago Relief and Aid Society, 51 La Salle St. Does a comprehensive work for needy families in their own homes, its central idea being the preservation of the family. Relief in the form of food, clothing, fuel or money is given, when by so doing this end will be

served. Works in thorough harmony with the Chicago Bureau of Charities in such way as to avoid all duplication of effort. In 1908 20,000 persons were aided.

Legal Aid Society of Chicago, Room 411, 158 Adams St.

This institution provides legal aid free, to the needy. Its avowed object is to "assist in securing protection against injustice for men, women and children who are unable to protect themselves."

Municipal Lodging House, 10 North Union St.

Lodging, bath and food provided by the city for deserving poor temporarily out of employment. Full description under "Points of Interest."

HOSPITALS OF CHICAGO

Alexian Brothers, Belden and Racine Aves.

Augustana, 480 Cleveland Ave.

Belden Avenue Hospital, 464 Belden Ave.

Beulah Home and Maternity Hospital, 963 N. Clark St.

Bohemian, 646 S. California Ave.

Chicago Baptist, 3410 Rhodes Ave.

Chicago Charity, 2407 Dearborn St.

Chicago City Infant, 191 La Salle Ave.

Chicago Eye and Ear, Room 819, 31 Washington St.

Chicago Homeopathic, 354 S. Wood St.

Chicago Hospital, 452 Forty-ninth St.

Chicago Lying-in, 294 Ashland Blvd.

Chicago Maternity, 1033 N. Clark St.

Chicago Polyclinic and Hospital, 174 Chicago Ave.

Chicago Tuberculosis Institute, 51 La Salle St.

Chicago Union Hospital, 1492 Wellington St.

Children's Memorial, 606 Fullerton Ave.

Columbia Hospital and Training School, 4607 Champlain Ave.

Columbus, 145 Lake View Ave.

Cook County, Harrison and Wood Sts.

Detention, Polk and Wood Sts.

Englewood, 6001 Green St.

Evangelical Deaconess Hospital, 88 Wisconsin St.

Frances E. Willard, National Temperance Hospital,
343 S. Lincoln St.

Garfield Park Sanitarium, 1776 Washington Blvd.

German-American, 1619 Diversey Blvd.

German, 754 Hamilton Court.

Grace, 167 S. Sangamon St.

Hahnemann, 2814 Groveland Ave.

Henrotin Memorial, La Salle Ave. and Oak St.

Illinois Charitable Eye and Ear Infirmary, 227 W.
Adams St.

Isolation, Lawndale Ave. and Thirty-fifth St.

Jefferson Park Polyclinic, 481 W. Monroe St.

Lake View, 1728 Belmont Ave.

Lakeside, 4147 Lake Ave.

Marion-Sims, 438 La Salle Ave.

Mary Thompson, West Adams and Paulina St.

Memorial Institute for Infectious Diseases, 762 W.
Harrison St.

Mercy, Calumet Ave. and Twenty-sixth St.

Michael Reese, Twenty-ninth St. and Groveland Ave.

Monroe St. Hospital, 1044 W. Monroe St.

Northwest Sanitarium, 401 Wilson Ave.

Norwegian Lutheran Deaconess Home and Hospital,
Haadon Ave. and Leavitt St.

Norwegian Tabitha Hospital, Francisco Ave. and
Thomas St.

Park Avenue Hospital, 175 Park Ave.

Passevant Memorial, 192 Superior St.

Peoples, Twenty-second St. and Archer Ave.

Post Graduate, Dearborn and Twenty-fourth Sts.

Presbyterian, Congress and Wood Sts.

Provident, Thirty-sixth and Dearborn Sts.

Ravenswood, 499 Wilson Ave.

Roosevelt, 805 W. Monroe St.

St. Ann's, Forty-ninth Ave. and Thomas St.

St. Anthony De Padua, W. Nineteenth St. and Mar-
shall Blvd.

St. Bernard's, 6337 Harvard Ave.

St. Elizabeth's, Claremont Ave. and LeMoyne St.

St. Joseph's, Garfield Ave. and Burling St.

St. Luke's, 1416 Indiana Ave.

St. Mary's of Nazareth, 545 N. Leavitt St.

South Chicago, 730 Ninety-second Pl.

Streeter, 2646 Calumet Ave.

Swedish Covenant, 250 W. Foster Ave.

U. S. Marine, Clarendon Ave.

University, W. Congress and Lincoln Sts.

Washington Park, Vernon Ave. and Sixtieth St.

Wesley, 2449 Dearborn St.

West Side, 819 W. Harrison St.

Women's Hospital, Rhodes Ave. and Thirty-second St.

Emergency Hospitals

Eastern Emergency Hospital, 334 W. Monroe St.

National Emergency Hospital, 533 N. Wells St.

West Side Emergency Hospital, 402 Washington Blvd.

Relief Station No. 1, 129 Harrison St.

PUBLIC SCHOOL SYSTEM

The public school system of Chicago consists of graded schools, high schools, evening schools, corporate or county schools (industrial schools, reformatories, orphan asylums, etc., see "Philanthropic Institutions"), the Chicago Normal School, Normal Practice School, Yale Practice and the Parental Schools. In the list of High Schools in Chicago those offering special instruction are the Crane Manual Training School, the Hoyne Manual Training, South Division Manual Training and the Lane Technical High School, the latter just completed (1908). The total number of high schools in the city is 19 and of graded schools 281. New school buildings constantly are being added to the large number in the city yet complaint frequently is heard of the inadequacy of the accommodations. The total enrollment of pupils in the schools of the city for the year 1906-7 was 286,766. Public school instruction, as already noted, is also provided for the blind, deaf, crippled and delinquent.

The entire system is under control of the Board of Education whose headquarters are in the Tribune Building, Dearborn and Madison Sts. It embraces every

phase of school life, from kindergartens and truant schools to high schools, academies and institutions for advanced training in the arts and sciences.

A compulsory school law is enforced by a corps of truant officers. All children under 14 are compelled to attend school, except in special cases where permits are issued to allow them to work. Free evening and vacation schools are maintained by the city which are largely attended by young men and girls employed during the day. The total number of teachers employed is more than 6,000. The annual expenditure for the maintenance of the Chicago public school system is approximately \$8,000,000.

COLLEGES, UNIVERSITIES AND SEMINARIES

The list appended hereto gives only in part the numerous educational institutions coming under this general head that are to be found in Chicago. These are, however, representative schools and the list contains the names of the largest and best known of the literary, theological and technical schools of the city. For a complete list refer to the front pages of the Chicago City Directory.

Armour Institute of Technology, Armour Ave. and Thirty-third St.

Association Institute, Y. M. C. A., 153 La Salle St.

Baptist Union Theological Seminary (Divinity School University of Chicago), Ellis Ave. and Fifty-eighth St.

Brooks Classical School for Girls, 491 W. Adams St.

Chicago Hebrew Institute, W. Taylor and Lytle Sts.

Chicago Institute of Social Science, 180 Grand Ave.

Chicago Lutheran Theological Seminary, 1311 Sheffield Ave.

Chicago Musical College, 202 Michigan Ave.

Chicago Normal School, South Normal Parkway.

Chicago Theological Seminary, (Congregational) 81 Ashland Blvd.

De La Salle Institute, Wabash Ave. and Thirty-fifth St.

Garrett Biblical Institute, (Methodist) Evanston.

Hebrew Literary Institute, 47 Johnson St.

Holy Family Academy, 130 W. Division St.

Jewish Training School of Chicago, 199 W. Twelfth Pl.

Lewis Institute, Madison and Robey Sts.

McCormick Theological Seminary (Presbyterian), 1060 N. Halsted St.

Moody Bible Institute, 232 La Salle Ave.

Northwestern University, Evanston.

St. Ignatius College, 413 W. Twelfth St.

St. Viateur's Normal Institute, Belmont and N. Fortieth Aves.

Theological Seminary of the Evangelical Lutheran Church, 1301 Sheffield Ave.

University of Chicago, Midway Plaisance.

Western Theological Seminary, (Episcopal) 1113 Washington Blvd.

MEDICAL PROFESSION AND MEDICAL SCHOOLS

Chicago ranks second to none of the cities of the United States as a center for medical schools and advancement in medical science. There are numerous institutions in the city for the inculcation of medical knowledge, three of which are affiliated with prominent universities, namely, Rush Medical College, the medical

school of the University of Chicago, the College of Physicians and Surgeons, affiliated with the University of Illinois and Northwestern Univ. Medical School, the medical department of Northwestern Univ. at Evanston. Schools for post-graduate work are numerous and colleges that specialize in different lines are to be found in many quarters, equipped with the most modern laboratories and headed by faculties composed of men whose names are famous throughout the country. In the allied fields of pharmacy and dentistry there are also a number of schools offering the best of instruction.

In original scientific medical research and the most advanced surgical methods the physicians of Chicago stand unrivalled in this country and many of them have received high honors in England, Germany, France and other countries of the old world. Thousands of students constantly are in attendance at the medical schools of Chicago and the dental and pharmaceutical colleges, likewise, are liberally supplied with beginners in the pursuit of knowledge in those lines. A list of the leading medical, pharmaceutical and dental schools of the city follows:

American Medical Missionary College, 28 Thirty-third Pl.

Bennett Medical College, 412 Fulton St.

Chicago Clinical School, 819 W. Harrison St.

Chicago College of Ophthalmology and Otology, 126 State St.

Chicago Eye, Ear, Nose and Throat College, 206 E. Washington St.

Chicago Homeopathic Medical College, 354 S. Wood St.

Chicago Ophthalmic College, 103 State St.

Chicago College of Dental Surgery, Harrison and Wood Sts.

College of Physicians and Surgeons (Univ. of Ill.), Congress and Honore Sts.

Hahnemann Medical College, 2811 Cottage Grove Ave.

Harvey Medical College, 169 S. Clark St.

Hering Medical College, 350 S. Wood St.

Illinois Medical College, Halsted St. and Washington Blvd.

Jenner Medical College, 196 Washington St.

Northwestern University Medical School, 2431 Dearborn St.

Northwestern University College of Dental Surgery, 103 State St.

Northwestern University Dental School, Dearborn and Lake Sts.

Northwestern University School of Pharmacy, 2421 Dearborn St.

Post Graduate Medical School, 2400 Dearborn St.

Rush Medical College, Harrison and Wood Sts.

University of Illinois School of Dentistry, 813 W. Harrison St.

University of Illinois School of Pharmacy, 465 State St.

CHICAGO POLICE DEPARTMENT

The police department of Chicago, notwithstanding the fact that the number of its members is small when the vast area of the city is considered, is a fine body of men and, in the main, is a thoroughly efficient organization. A Civil Service Board controls the force, which

now is composed of 4,300 members, and maintains an effective discipline within its ranks. Insufficient appropriation for maintenance of the department at highest efficiency has prevented that degree of perfection which it otherwise might have attained, but yearly marked improvement is noted and it is only a matter of a brief period until Chicago will become one of the best policed cities in the country.

Some idea of the great expense necessary to maintain the police department of Chicago is gained from the statement that for the eleven months preceding December, 1908, the salaries of the members of the department aggregated \$4,859,933. Miscellaneous expenses during this period amounted to \$264,063, making a total expenditure of \$5,160,096 for the eleven months. It was estimated that the appropriation of \$5,750,000 for the year 1908 would be entirely consumed by January 1, 1909. In addition to the appropriation for salaries and miscellaneous expenses the department paid out during the year \$240,000 for new buildings and \$150,000 for a lot at Madison St. and the river on which it is intended to erect a new police station at a cost of \$750,000. This structure will take the place of the famous old Harrison Street Station, known in police circles the world over. It is also the intention to install in the new building the Central Detail station, Bureau of Identification, Detective Bureau, office of the Assistant Superintendent of Police and office of the Secretary of Police.

The police department includes one General Superintendent, one Assistant General Superintendent, Captain of Detective Bureau, Captain of Mounted Police, 70 police Lieutenants, 316 police Sergeants, one Secretary of Police, one Chief Clerk and one Custodian.

There are forty-five police stations in the city which are under the supervision of seven Inspectors of Divisions and sixteen Captains of Divisions. The Mounted Squad consists of seventy men under their own Captain. Under the Assistant Superintendent is a Gambling Detail of eight men, and Captains of Police supervise the work of the Detective Bureau and the Bureau of Identification. In charge of the police department also is the Dog Pound, the Municipal Lodging House and the Bureau of Firearms, the last named exercising a rigid supervision over the sale and licensing of firearms of all descriptions. Other subdivisions are the Pawnshop Detail, the Vehicle Department and Automobile Registry. The Murder Bureau is under the direct supervision of the Assistant Superintendent of Police. The Theater Detail exercises censorship over theatrical plays, shows and amusements in general.

A feature of the police department is the "Beauty Squad," consisting of sixty men selected from the entire department for their excellent physical proportions and fine appearance. The "Beauty Squad" is kept under constant special drill and on certain occasions is employed as escort, thereby reflecting honor and credit on the city and the department.

Comparatively a recent innovation, the Mounted Squad already has demonstrated its great usefulness in the regulation of traffic in the congested streets of the Loop district. Working harmoniously in conjunction with the mounted officers are the Crossing Policemen, two of whom are stationed at the busiest corners downtown. The crossing men wear white gloves and have discarded the club for a whistle, employed for signals in regulating vehicle traffic. A great improvement has been noted since the introduction of the new system

and the crowded streets have been made much safer for the pedestrian. The mounted officers have given proof of their efficiency and usefulness in many instances, notably in stopping runaway horses and in overtaking fleeing criminals who had outdistanced officers on foot. The new type of crossing policemen and the mounted officer have served to increase the usefulness of the Chicago police department to a very marked degree. The yearly average number of arrests made by the department is about 90,000.

AMBULANCE SERVICE

The city ambulance service formerly was under control of the Police Department but now is under the supervision of the Health Department. One ambulance is assigned to each police division headquarters (six in all) and one Ambulance Surgeon, a regularly graduated physician, who accompanies the ambulance whenever it is called out.

In addition to the regular ambulance service which furnishes aid in case of all accidents and fires, an emergency hospital has been established in connection with the Harrison Street police station which is known as Relief Station No. 1. This is the first of several institutions of like character projected by the Health Department, which will soon be established in the more congested sections of the city. Emergency cases within the Loop district are attended by an automobile ambulance stationed at the central headquarters of the department in the City Hall.

The fifty patrol wagons of the Police Department, used for the transportation of prisoners to police stations are also constantly employed as ambulances in various emergencies and a large per cent of accident cases are

taken care of by the officers accompanying the wagons. These men are trained by efficient medical instructors in modern "first aid to the injured" methods and not infrequently lives are saved through the prompt action taken by police officers.

In addition to the ambulances of the city Health Department and the patrol wagon service, there are probably 100 private ambulances maintained by hospitals and undertakers which are subject to call by telephone or messenger.

FIRE DEPARTMENT

The total strength of the Chicago Fire Department is just about 2,000 men including 1,750 uniformed firemen. The property value of the land and buildings occupied by the department is \$1,713,603, while the equipment totals \$1,129,245. (These figures are for the year 1907.)

The firemen of the city are divided into 151 companies and 18 battalions. There are 117 fire engine companies, 34 truck or hook and ladder companies and 15 chemical engine companies. Four fire boats are in use and the construction of two more is contemplated. These are used to fight fires occurring in buildings abutting on the river, and in the extensive lumber districts of the southwest side of the city. The average cost of a fire boat such as is used in the Chicago River is \$110,000, but the great value of these fire fighting machines, demonstrated in many instances, more than compensates for the expenditure necessary to construct and maintain them.

Seven hundred horses are required to keep the department at its standard of efficiency. Nearly sixty miles of hose (300,000 feet) with 25,000 feet of reserve

hose is one of the largest items of equipment. Other large factors are the 117 fire engines, 15 chemical engines and 34 hook and ladder trucks.

The probable expense to the city for the maintenance of its fire department for the year 1909 was estimated at \$5,300,000. Of this amount \$3,300,000 will be expended for salaries and general maintenance, and \$2,000,000 for the erection of thirty new fire engine houses in which will be installed apparatus and men for the protection of districts now inadequately guarded. Included in this also is the cost of the two new fire boats before referred to. The addition of ten combination automobile trucks and chemical engines is likewise advocated, to be used in residence districts to prevent the spread of small fires that might get beyond control before the arrival of the heavier and less speedy equipment.

During an average year 10,000 alarms are turned in, 66 per cent of which are for fires, the remainder false alarms or cases where the loss is \$10 or under. The average loss per fire is \$629. The area guarded by the Chicago Fire Department is 196 square miles, the assessed valuation (1906) of the property in this area being \$426,623,296. The average yearly property loss by fire approximates \$4,000,000 involving a property valuation of \$150,000,000 and insurance of \$100,000,000.

The electric fire alarm system of Chicago is unsurpassed in efficiency by that of any other city in the United States, New York not excepted. Fire alarm boxes to the number of 2,000 are scattered over the city and from them alarms are transmitted with marvelous rapidity to all stations in the city. Even the highest number in the code of signals may be given and repeated within forty seconds.

WATER SUPPLY AND WATERWORKS

In 1854 the first large pumping station of the Chicago waterworks was built at Chicago Ave. and the lake. In the half century that has elapsed since the primitive beginning of the present vast system the population of the city has grown from 65,872 to 2,250,000 and the gallons pumped per day have increased from 591,083 to 436,954,473. During the same period the water pipe mileage has advanced from 30 to 2,073. The total revenue from water rates in 1860 was \$131,162, while in 1906 it amounted to \$4,281,065.

Concomitant with the great growth of the waterworks system there has been marked improvement in the quality of the water supplied the metropolis. At the outset the sewers of Chicago emptied into the river, thence into the lake. It was not believed that so immense a body of water could be contaminated, but the rapid growth of the city and consequent increase of sewage soon made it apparent that to preserve the health of the city the waste would have to be diverted from the source of the water supply. This led ultimately to the construction at great cost of the Drainage Canal (see description elsewhere), the reversal of the river current, and the building of an intercepting sewer system to further facilitate the work of preserving the waters of Lake Michigan absolutely free from any sort of pollution.

As a result of this immense expenditure, Chicago today possesses the purest water supply of any large city in the world. The most recent statistics on Chicago's annual death rate are proof in part of how great a factor in the health of a great city is pure water. The year 1908 passed into the record of the city with a death rate of 14.05 per 1,000 of the population, the

fourth lowest rate in the history of the city, and the lowest rate of any city of the first magnitude in the world.

The land tunnels of the waterworks system now number eight and water pipe tunnels under the Chicago River fifteen. Five waterworks cribs are maintained in the lake at distances ranging from two to four miles. Tunnels under the bed of the lake bring the supply of water to the various pumping stations, whence it is distributed through pipes and mains to the remotest sections of the city. The pumping stations with their fine equipments of machinery amply repay a visit. They are located as follows:

North Station, foot of Chicago Ave.

Twenty-second St., Ashland Ave. near Twenty-second St.

Harrison St. Station, Harrison St. west of Des Plaines St.

Lake View Station, Montrose Ave. and Halsted St.

Fourteenth St. Station, Indiana Ave. and Fourteenth St.

Sixty-eighth St. Station, Yates Ave. and Sixty-eighth St.

Central Station, Fillmore St. and Central Park Ave.

Springfield Ave. Station, Springfield and Wabansia Aves.

Washington Heights Station, Washington Heights.

Rogers Park Station, Rogers Park.

Norwood Park Station, Norwood Park.

SEWER SYSTEM, STREET CLEANING AND GARBAGE

During the last few years the sewer system of Chicago has been brought up to a much higher standard than

prevailed prior to the diversion of sewage from the lake to the Drainage Canal. Constant improvement in the way of intercepting sewers has been made so that now (1909) no sewage enters the lake north of Eighty-seventh St. Long continued tests prove that even this waste material is drawn away from the city by lake currents which carry it far south and east of the nearest point where an intake is located.

In the twenty years intervening between 1887 and 1907 the miles of sewers maintained by the city have grown from 474 to 1,673 and the cost of maintenance has increased from \$50,264 in 1887 to \$405,383 in 1907. More than 50 miles of new sewers are now being built each year.

In this connection it is of interest that Chicago no longer is under the necessity of apologizing because of an antiquated method of disposing of garbage as a thoroughly modern garbage reduction plant, located at Thirty-ninth and Iron Sts., is now in full operation (1909). After investigation of plants in other cities this method was decided upon as the most practicable for Chicago and the system installed is unexcelled elsewhere. Loading stations have been established along the river and the garbage deposited at the stations is transported in scows to the reduction plant. The wagons in which the garbage is collected are specially constructed vehicles equipped with steel tanks. A daily garbage service is provided in the majority of the city wards.

The block system of cleaning streets which has been in vogue in the downtown district for several years has been introduced in nearly all the other wards and the street cleaner, with his push cart, is now a familiar sight throughout the city. The dirt is swept up and

hauled in the push cart and placed in piles and removed by wagons daily. In 1907, 48,744 miles of streets and alleys were cleaned, necessitating the removal of 213,487 loads of street sweepings. Together with other work involved the total cost of street and alley cleaning for 1907 was \$668,650.

LAW COURTS OF CHICAGO AND COOK COUNTY

County Courts

Superior Court (Common Law), County Bldg.

Circuit Court (Common Law), County Bldg.

County Court, County Bldg.

Criminal Court, Criminal Court Bldg., Michigan St. and Dearborn Ave.

Probate Court, County Bldg.

Juvenile Court, 200 Ewing St.

State Courts

Appellate Court (First District of Illinois), Ashland Block.

Federal Courts

(Department of Justice)

Circuit Court of Appeals for the Seventh Circuit, Indiana, Illinois and Wisconsin, Federal Bldg.

Circuit Court for Northern District Illinois, Federal Bldg.

District Courts

Northern District Illinois, Federal Bldg.

Southern District Illinois, Federal Bldg.

City Courts

Municipal Court, 148 Michigan Ave.

Civil Branches

First District, 148 Michigan Ave.

Second District, 8855 Exchange Ave.

Criminal Branches

First District Harrison, Desplaines, Maxwell, Hyde Park, Logan Square, Thirty-fifth St., Sheffield Ave., Englewood, West Chicago Ave., and Chicago Ave. police stations and Criminal Court Bldg.

Second District. South Chicago Police Station.

MUNICIPAL OFFICES

The offices of the city government, during the construction of the new City Hall, are now (1909) distributed among several down town buildings. The location of the principal departments follows:

Mayor's Office, Room 700, 200 Randolph St.

Board of Education, Sixth Floor, Tribune Bldg.

City Clerk, Second Floor, 82 Fifth Ave.

City Council, Second Floor, 200 Randolph St.

Civil Service Commission, 200 Randolph St.

Fire, 200 Randolph St.

Fire Alarm and Telegraph, Room 35, 80 La Salle St.

Health, 200 Randolph St.

Law, 200 Randolph St.

Municipal Court, 148 Michigan Ave.

Municipal Museum, 200 Randolph St.

Police, 200 Randolph St.

Detective Headquarters, 200 Randolph St.

House of Correction (Bridewell), California Ave. between W. Twenty-sixth St. and the River.

Municipal Lodging House, 10 North Union St.

Public Works (Commissioner), 200 Randolph St.

Smoke Inspection, First Floor, 95 Clark St.

Special Park Commission, Room 501, 200 Randolph St.

Treasurer, Second Floor, 82 Fifth Ave.

CHICAGO AS A RAILROAD CENTER

As a center of railroad industry Chicago takes precedence over all cities of the world. Twenty-six of the principal trunk line railroads of the United States run trains into Chicago terminals and in addition to these there are numerous belt, transfer, terminal and industrial lines which have either a part or all of their trackage in the city. Within the corporate limits of the city are 800 miles of main line railway and 1,400 miles of auxiliary track. The total mileage of the twenty-six roads entering Chicago approximates 75,000, 33 per cent of the total mileage of the United States. The land occupied by main line property within Chicago represents 9,600 acres, or 8 per cent of the entire area of the city. A valuation of \$115,000,000 is placed upon the railroad right of way within the city and this figure is doubled when the value of the land occupied by other trackage is taken into consideration. About 13 per cent of the coal brought to Chicago and consumed here is used by the railroads.

Proof of the assertion that Chicago is the great railroad center of the country is found in the interesting fact that of the 1,400 trains entering the city daily not one passes through Chicago but all end their runs here. This is true of all trains which arrive at or depart from this city. All runs are originated or finished in Chicago including both freight and passenger trains. The total railroad tonnage of Chicago is exceeded in weight by that of the Pittsburg district, but the value of the Chicago tonnage is greatest.

There are six principal passenger terminals in Chicago, one of which, the Northwestern Railway station, handles more passengers trains daily than any other in the country except the South Station of Boston. Four hundred

trains enter Northwestern station each day carrying about 50,000 passengers. The new station now being built on the West Side to accommodate the traffic of the Chicago & Northwestern Railway will have facilities for for handling 250,000 passengers daily and will cost \$4,000,000.

RIVER AND LAKE COMMERCE

The water carrying trade of Chicago, notwithstanding certain impediments to lake traffic that have existed in the Chicago River, is comparable to that of the greatest ocean ports of the country, New York and Boston, and exceeds that of Philadelphia, New Orleans, Baltimore and San Francisco. In 1906, the total arrivals and clearances from this port numbered 13,280 vessels carrying a total net tonnage of 15,022,284. This showing is made despite the fact that during recent years considerable loss of lake traffic has been suffered by Chicago on account of the river tunnels which prevented passage of vessels having a greater draft than sixteen feet. The modern freight carrying boats of the Great Lakes are equal in size and draft to many of the ocean vessels and these have found it impossible to navigate the Chicago river. The tunnel obstructions have now been removed and with the further widening and deepening of the river it is believed that Chicago again will come to the front as the greatest of the lake ports. Increased traffic in the deep and broad Calumet River, in the South Chicago district, has compensated in part for the decline of activity in the more centrally located waterway. The traffic in the Calumet, of course, is included in the total figures for Chicago as that stream is part of the harbor of Chicago which extends from the northern to the southern boundary of the city and three miles from shore in Lake Michigan.

In addition to this broad scope the branches of the Chicago River, numerous slips and the Drainage Canal are included officially in Chicago harbor.

The principal items in Chicago River traffic are grain, lumber, coal and salt; of the Calumet, iron ore, coal and grain. The tonnage of the Calumet alone averages annually about 5,500,000. It is believed that after the Chicago River has been placed on an equal footing with the Calumet so far as shipping facilities are concerned, the total lake traffic of the port (including South Chicago) will equal the water carrying trade of New York. Even now, although greatly handicapped, it nearly equals the foreign commerce of that port.

The facilities for handling cargoes on Chicago docks are thoroughly modern. The ease and rapidity with which immense quantities of grain, coal and other commodities are transferred from warehouse to hold or vice versa are remarkable. Improved machinery and methods make possible the loading of 100,000 bushels of grain within five hours with the loss of less than two bushels. In three hours 5,000 tons of ore are loaded. Similar feats attest the fact that the economic handling of vast cargoes has reached a high state of perfection. Along the Chicago River are forty-five miles of private docks and ten more border the banks of the Calumet.

With the removal of the river tunnels and center pier bridges, dredging the river to a regular depth of twenty-six feet and widening it to 200 feet or more, as well as using the Chicago River as the connecting link in the proposed deep waterway, to extend from Lake Michigan via the Drainage Canal, Des Plaines, Illinois and Mississippi Rivers to the Gulf, the port of Chicago will not only become the chief factor in the trade of the Great Lakes but also bids fair to become a seaport of the first magnitude.

MILITARY ORGANIZATIONS**Illinois National Guard**

First Regiment Infantry, Armory, 1542 Michigan Ave.

Second Regiment Infantry, Armory, Washington Blvd. and Curtis St.

Seventh Regiment Infantry, Armory, Thirty-third St. and Wentworth Ave.

Eighth Regiment Infantry, Armory, 414 Thirty-seventh St.

Signal Corps, Headquarters, Second Regiment Armory.

First Regiment Cavalry, 527 N. Clark St.

Chicago Zouaves, Headquarters, Sixteenth and Dearborn Sts.

Illinois Naval Reserve, headquarters, 20 Michigan Ave.

CHICAGO EXCHANGES

Board of Trade, Jackson Blvd. and La Salle St.

Builders and Traders Exchange, 217 Chamber of Commerce.

Chicago Live Stock Exchange, Union Stock Yards.

Chicago Mining and Stock Exchange, 175 Jackson Blvd.

Chicago Open Board of Trade, 267-75 La Salle St.

Chicago Stock Exchange, The Rookery.

Commerical Exchange, 802 Masonic Temple.

Flour Exchange of Chicago, 907, 188 Madison St.

COMMERCIAL, PROFESSIONAL AND INDUSTRIAL ASSOCIATIONS

American Aberdeen Angus Breeders Association, 17 Exchange Ave., Union Stock Yards.

American Association of Creamery Mfrs., 115 Adams St.

American Newspaper Publishers Association, 143 Dearborn St.

American Railway Engineering and Maintenance of Way Association, 98 Jackson Blvd.

American Short Horn Breeders Association, Union Stock Yards.

American Technical Society, Drexel Blvd. and Fifty-eighth St.

American Trotting and Register Association, 355 Dearborn St.

Architectural Iron League, 808 Chamber of Commerce Bldg.

Associated Elgin Creameries, 36 La Salle St.

Association of American Railway Accounting Officers, 143 Dearborn St.

Automobile Dealers Association, 309 Michigan Blvd.

Bankers Union, 72 Madison St

Board of Trade, Jackson Blvd. and La Salle St.

Buildiers and Traders Exchange of Chicago, 134 Washington St.

Building Managers Association, 204 Dearborn St.

California Fruit Cannery Association, 42 River St.

Carpenters and Builders Association of Chicago, 112 Clark St.

Chicago Advertising Association, 118 Monroe St.

Chicago Architectural Association, 125 Michigan Blvd.

Chicago Association of Commerce, 77 Jackson Blvd.

Chicago Bar Association, 134 Monroe St.

Chicago Board of Underwriters, 159 La Salle St.

Chicago Butter and Egg Board, 154 Lake St.

Chicago Coal Dealers Association, 277 Dearborn St.

Chicago Credit Men's Association, 218 La Salle St.

Chicago Drug Trade Club, 122 Franklin St.

Chicago Electrical Association 1736 Monadnock Blk.

Chicago Estimators Club.

Chicago Feed Dealers Association, 649 W. Madison St.

Chicago Junior Bar Association, 138 Washington St.

Chicago Grocers and Butchers Association, 210 Masonic Temple.

Chicago Landlords Protective Bureau, 197 W. Division St.

Chicago Law Reporters Association, 148 Michigan Ave.

Chicago Live Stock Exchange, Exchange Bldg., Union Stock Yards.

Chicago Medical Society Bureau, 87 Lake St.

Chicago Mining and Stock Exchange, 175 Jackson Blvd.

Chicago Open Board of Trade, 267 La Salle St.

Chicago Picture Frame and Moulding Manufacturers Association, 78 La Salle St.

Chicago Produce Trade and Credit Association, 34 Clark St.

Chicago Real Estate Board, 57 Dearborn St.

Chicago Restaurant Keepers Association, 143 Dearborn St.

Chicago Retail Druggists Association, 305 Fifty-fifth St.

Chicago Steam Engineers Club, 140 Dearborn St.

Chicago Stationers Association, 115 Dearborn St.

Chicago Stock Exchange, The Rookery, La Salle St.

Chicago Society of Proofreaders, 261 Dearborn St.

Chicago Teachers Federation, 79 Dearborn St.

Chicago Trade Press Association, 1431 Monadnock Bldg.

Chicago Typothetae, 1214 Monadnock Bldg.

- Chicago Undertakers Association, 78 La Salle St.
Cigar Manufacturers and Dealers Association, 387
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Commercial Club of Chicago, 221 Adams St.
Convention Bureau, 77 Jackson Blvd.
Ben Franklin Club, 98 Jackson Blvd.
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Furniture Exhibition Co., 1411 Michigan St.
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Illinois Lumber Dealers Association, 315 Dearborn
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Illinois Manufacturers Association, 125 Monroe St.
Illinois Retail Hardware Association, 225 Roscoe St.
Illinois Society of Engineers and Surveyors, 1636
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Italian Chamber of Commerce, 55 State St.
Jewelers Board of Trade, 103 State St.
Junior Business Club, 428 Washington Blvd.
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Live Stock Weighing Association, Union Stock Yards.

Lumbermens Association, 1312, 122 Monroe St.

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Manufacturers and Dealers Club, 192 Washington St.

Masons and Contractors Association of Chicago, 808, 138 Washington St.

Merchants Association of Chicago, 112 Clark St.

Millmens Association of Chicago, 1308, 122 Monroe St.

Millers National Federation, 169 Jackson Blvd.

National Association of Agricultural Implement and Vehicle Mfrs. 205 La Salle St.

National Association of Box Mfrs., 143 Dearborn St.

National Association of Employing Lithographers, 1201, 140 Dearborn St.

National Association of Retail Druggists, 79 Dearborn St.

National Building Trades Employers Association, 808, 138 Washington St.

National Business League of America, 507, 108 La Salle St.

National Conservation League, 107 Dearborn St.

National Founders Association, 506, 218 La Salle St.

National Metal Trades Association, 1524, 143 Dearborn St.

National Hardwood Lumber Association, 122 Monroe St.

National League of Commission Merchants, 169 South Water St.

National Plow Association, 125 Monroe St.

National Wagon Mfrs. Association, 125 Monroe St.

National Wholesale Tailors Association, 237 Fifth Ave.

Nonpareil Club, 161 Washington St.

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Percheron Society of America, Union Stock Yards.

Physicians Club of Chicago, 103 State St.

Planing Mill Mens Association of Chicago, 122 Monroe St.

Property Owners and Tax Payers Association, 100 Washington St.

Publishers Club, 234 Fifth Ave.

Publishers Commercial Union, 112 Dearborn St.

Shoe and Leather Association of Chicago, 207 Lake St.

Traffic Club of Chicago, 536 The Rookery.

Trans-Continental Passenger Association, 9 Jackson Blvd.

Uniform Classification Committee, 135 Adams St.

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United Press Association, 188 Madison St.

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United States Malsters Association, 226 La Salle St.

Western Passenger Association, 9 Jackson Blvd.

Western Railway Club, 84 Van Buren St.

Western Society of Engineers, 98 Jackson Blvd.

SUBURBS OF THE CITY

It should be noted that, with a few exceptions, only such suburbs as lie without the corporate limits of the city are mentioned. Such places as Ravenswood, Englewood, Kensington, Pullman, etc., which are within the city and properly a part of it, with a few exceptions, are not considered as suburbs or treated as such. The exact limits of the suburban zone cannot, of course, be defined. Some of the towns here mentioned send the larger portion of their population to

Chicago every day, others only a small fraction. Fares quoted are regular one way local ticket rates but commutation rates are very much lower. Distances quoted are from the main Chicago station of the road named:

Arlington Heights, 22.4 miles from Chicago on Wisconsin division C. & N. W. Ry. Fare 44 cents. Population 1,380. Situated in the midst of an undulating prairie region Arlington Heights is growing rapidly and contains many attractive homes of well-to-do Chicagoans.

Aurora, 37 miles from Chicago, C. B. & Q. R. R. Fare 74 cents. Aurora, Elgin & Chicago Electric Line. Fare 60 cents. Population 33,000. Aurora is an enterprising manufacturing city, situated on the Fox River, which divides the town into two nearly equal parts. The principal shops of the C. B. & Q. R. R. are located in Aurora, and employ about two thousand men. The products of Aurora factories are shipped to all parts of the world. The town has exceptionally good traction facilities having lines reaching out to all the principal towns of northern Illinois. Aurora is noted for its beautiful homes, finely paved streets, schools, churches, and all the equipment of a modern, up-to-date city. In addition to the public parks, Riverview Park, near Aurora, is the popular amusement park, in the Fox River valley.

Barrington, 31.6 miles from Chicago on Wisconsin division C. & N. W. Ry. Fare 62 cents. Population 1,162. This little town lies in a fine farming and dairy section. Nearby, and reached by good roads, are Wauconda and Lake Zurich, popular fishing and summer outing resorts. At Lake Zurich are fine golf links.

Berwyn, 9.6 miles, C. B. & Q. Ry. Fare 20 cents.

Population 3,300. Berwyn principally is a residence suburb. It is a clean and beautiful town and has all modern conveniences. There are no saloons. Churches of various denominations are to be found here, and many elegant homes. The Berwyn Gun Club, a prominent local organization, meets twice a month just outside the city limits. The lines of the Chicago Railways Company extend through this suburb.

Blue Island, 15.7 miles from Chicago on the Rock Island Ry. Fare 20 cents. Population 6,144. Blue Island primarily is a manufacturing suburb of Chicago. Here are located several large breweries, lumber and brick yards, and the extensive yards and shops of the Rock Island and Grand Trunk Railways.

Brookfield, 12 3 miles, C. B. & Q. Ry. Fare 24 cents. Population 2,000. Brookfield is a residential suburb and has much natural beauty. Many Chicago business men have their homes here and as an out-of-town residence place it is increasing in popularity.

Chesterton, Ind., 41 miles, L. S. & M. S. Ry. Fare 65 cents. Population 788. Chesterton occupies the first high land along the lake front east of Chicago. Many wealthy Chicagoans have their homes in this pretty little city. At Porter, near Chesterton, are mineral springs which many believe fully equal in medicinal properties to those at West Baden and French Lick. Plans are under way for a mammoth hotel and sanitarium at this point.

Congress Park, 13 miles, C. B. & Q. Ry. Fare 26 cents. Population 300. Beautiful residential suburb. Streets shaded with elm, catalpa, sycamore and maple trees. Contains many beautiful homes of wealthy Chicago business men.

Des Plaines, 16.6 miles from Chicago on Wisconsin division C. & N. W. Ry. Fare 34 cents. Population 1,666. Des Plaines is on the banks of the Des Plaines River. Its shaded streets are lined with pretty homes. Here are located the camp meeting grounds which have long been famous as an outdoor meeting place of the Methodist Episcopal Church.

Downers Grove, 21 miles C. B. & Q. Ry. Fare 42 cents. Population 3,500. This is a beautiful residence village with modern conveniences.

Edison Park, 12.3 miles from Chicago on the Wisconsin division of the C. & N. W. Ry. Fare 24 cents. Population 344. Edison Park is just beyond the city limits. The little town is well situated and is growing rapidly. It has an abundance of shade trees, well paved streets and many charming homes.

Elgin, 42.5 miles from Chicago, C. B. & Q. Ry. Fare 74 cents. Aurora, Elgin & Chicago Electric line. Fare 60 cents. Population 25,000. Elgin is an attractive little city set in a hilly picturesque section of Illinois. Through its center flows Fox River, to the west of which is a bluff of considerable height on the summit of which lies a beautiful residence section. There are two public parks of considerable size and several smaller ones. The character of the work in Elgin requires a uniformly high-grade class of workmen, this being one of the peculiarities of the city. Many wealthy Chicagoans have their homes here, and Elgin is justly proud of its high average class of homes. The trip out and back is an enjoyable one consuming but a little more than an hour of time each way.

Elmhurst, 16 miles from Chicago on the Galena division C. & N. W. Ry. Fare 32 cents. Population

1,728. This is a suburb containing many beautiful homes of Chicago people. The city has all modern conveniences. The Elmhurst Golf Club links are first class. Elmhurst is growing rapidly and is one of the city's important suburbs.

Evanston, 12 miles, Milwaukee division C. & N. W. Ry. Fare 24 cents Another pleasant way is by car marked Evanston on Northwestern Elevated Ry. Fare 10 cents, or Evanston Ave. street car to Limits carbarns, then change to car marked Evanston, Ravenswood and Rogers Park. Fare 10 cents. Population 24,000.

Evanston is the first suburb north of Chicago and the largest of the strictly suburban towns surrounding the city on all sides, except towards the east. It is the home of very many people who spend their days in Chicago and whose names are more generally known in other communities as identified with the life and achievements of the great city to the south. This town because of its size, beauty and many advantages deserves more than passing notice. It is purely a residential and college town, known the country over for its clean streets, beautiful homes, fine shade trees and splendidly kept lawns. It is far enough from Chicago so that its inhabitants may have ample space, pure air, quiet, and (through state enactment) freedom from saloons, yet so near and with such good transportation facilities that business men get from their homes to their places of business in Chicago quite as quickly as many residents within that city's limits. Evanston extends about three miles north and south along the shore of Lake Michigan and averages a mile in width. As there are four stations on the C. & N. W. Ry. and six on the Northwestern Elevated line, care should be used in asking as to the nearest station to any desired

location. The trip may be made from Chicago on the steam road in 20 to 25 minutes and on the electric elevated in 40 to 50.

Northwestern University is located in Evanston, except its schools of law, medicine, pharmacy and dentistry. In the number of students as in many other respects the university ranks among the first in the country. Its special schools of Music and Oratory are among the best. An Engineering Building is now nearly completed, and a \$100,000 gymnasium is in construction. The campus extending along the lake shore in the central part of town will, when fully improved, be one of the most beautiful to be found anywhere. The home of Frances Willard, who spent most of her life here, on Chicago Ave. between Clark St. and University Pl., is of great interest to many. It is now used as headquarters of the Woman's Christian Temperance Union, of which organization she was the head. Her statue in Statuary Hall in the Capitol at Washington is the only one of a woman. At Chicago Ave. and Church St., close to Davis St. station, is the beautiful new postoffice of classic design and one block east from there is the fine new public library open from 9 a. m. to 9 p. m., and containing about 50,000 volumes. There is also a Music room, with sheet music and rolls for self playing pianos, and an instrument on which these rolls may be tested. A short distance south and east of Davis St. station at Chicago Ave. and Grove St. is a small but beautiful park about which are grouped four of the principal churches and the homelike building of the Evanston Club. The Evanston Country Club, the Evanston Golf Club, the Glenview Golf Club and Evanston Yacht Club have handsome and commodious quarters in other parts of town. The Y. M. C. A. has a

fine building with gymnasium, billard room, swimming tank, etc., on Orrington Ave. near Davis St. Directly south of the University Campus and extending half a mile along the lake shore is a beautiful park with an ideal location.

Fort Sheridan, 25.7 miles, Milwaukee division C. & N. W. Ry. Fare 52 cents. Population 1,575. This is one of the most notable army posts in the country, as well as one of the most interesting points in the Chicago suburban district. It is headquarters for one regiment of infantry, two troops of cavalry and two batteries of artillery. The grounds are spacious and beautiful. Visitors are made welcome at all times and the drills and other features of military daily routine will prove of much interest. The site is on the lake shore.

Gary, Ind., 26 miles, L. S. & M. S. Ry. Fare 35 cents. Population 15,000. Gary is a very remarkable place by reason of its stupendous growth, having in about two years been converted from a waste of swampy land into a modern, up-to-date city with all modern conveniences such as street railways, water works, electric light, etc. The United States Steel Corporation has expended \$90,000,000 in building the town and its plant at that point and is reported to be preparing to expend \$50,000,000 more. It appears that, beyond any doubt, Gary is destined to become the center of steel manufacture in the United States, its promoters even going so far as to say that throughout the entire world it will be surpassed in the production of steel and steel products only by the great Krupp works at Essen, Germany. The site selected by the United States Steel Corporation for the building of the great steel city is probably the most advantageous for both water and

rail transportation in the country. It is located twenty-six miles south and east of Chicago, at a point where five trunk lines of railway meet and four belt lines augment the facilities for railway transportation. Two electric interurban lines are now in operation through the Gary district and both of these rapidly are extending their lines. The original extent of the town site was only about 4,000 acres, but this has been added to until now the total area embraces about 11,000. Eight thousand acres are controlled by the steel corporation including the entire lake and railroad frontage of the new city. The lake frontage alone is seven miles in length. Twenty-four miles of streets already have been paved, and this work, together with other public improvements, is being rapidly pushed. The present population of 15,000 it is estimated will be increased to about 150,000 within the next five to eight years, when the great steel plant and the scores of subsidiary manufacturing establishments are in full operation. The city is being built for a population of 300,000 and already many fine buildings are to be found there, notably hotels and railway stations. The streets of Gary are laid out on broad and regular lines, running the entire length of the city, with a uniform numbering system. Building lines preserve the beauty of the residence streets. Broadway, the principal thoroughfare, will be kept the center of the region by the location of the new industries one after another on the different sides of the city.

Glencoe, 19.2 miles, Milwaukee division C. & N. W. Ry. Fare 38 cents Population 1,020. Glencoe lies on a high, wooded bluff overlooking the lake. Its streets are wide and well shaded and its beautiful residences are set in spacious, attractive grounds. The

“Pear Orchard” with its Pioneer House of oak is an interesting landmark. Glencoe is in every respect a charming suburb of the city. Many Chicago citizens of means maintain homes or summer residences here.

Glen Ellyn, 22.5 miles from Chicago on the Galena division C. & N. W. Ry. Fare 46 cents, also on Aurora, Elgin & Chicago Electric line, fare 30 cents. Population 800. Glen Ellyn is surrounded by a beautiful, rolling prairie country, dotted with woodlands. The glen itself is very beautiful and within it lies Lake Ellyn, some thirty acres in extent. This lake is fed by springs several of which have valuable mineral properties. Many Chicago business and professional men have their homes here.

Hammond, 20 miles from Chicago. Reached by street car, fare 10 cents, or by Erie, Monon, Michigan Central, Wabash or Pennsylvania Railway, fare 30 cents. Population 14,250. Hammond is a very live, up-to-date little city, essentially a manufacturing suburb of Chicago, many important plants being located here. The city is modern in every respect, and contains many pretentious homes.

Highland Park, 23 miles, Milwaukee division C. & N. W. Ry. Fare 46 cents. Population 2,800. This charming town lies on a bluff from which there is to be had an unobstructed view of the lake. Here are many splendid homes and much scenic beauty. The village is surrounded by natural forest and fine, rolling country. Sheridan Road and other splendid drives extend through the town. There are few more desirable places of residence in the vicinity of Chicago.

Highwood, 24.5 miles, Milwaukee division C. & N. W.

Ry. Fare 50 cents. Population 460. Highwood contains many suburban homes and with its beautiful forest trees and splendid residences is a delightful place. It adjoins Ft. Sheridan.

Hubbard Woods, lies one mile to the north of Winnetka but is within its corporate limits. It possesses the same beauties and attractive features as does Winnetka.

Indiana Harbor, Ind., 19 miles, L. S. & M. S. Ry. Fare 25 cents. Population 250. At this point the Federal Government is expending large sums in building a harbor and cutting a ship canal to connect Lake Michigan with the Calumet River. The village is growing rapidly.

Kenilworth, 15.2 miles, Milwaukee division C. & N. W. Ry. Fare 30 cents. Population 336. The village lies on a bluff overlooking Lake Michigan. It is surrounded by picturesque, rolling woodland scenery. It has many beautiful homes, situated for the most part in spacious grounds of great beauty. Here is a pervading air of quiet luxury. The Kenilworth Golf Club has a handsome clubhouse and golf course.

Lake Bluff, 30 miles, Milwaukee division C. & N. W. Ry. Fare 60 cents. Population 490. The United States Government has chosen this village as the site for a large Naval Training Station. Approximately \$3,000,000 is being expended in the construction work. The extent of the grounds is 172 acres. The buildings are of brick with terra cotta trimming. The architectural treatment is colonial. All important buildings are of fireproof construction, steel beams, and concrete floors. It is anticipated that the buildings will be ready to receive recruits by July, 1909, and that the

station will be completed by 1910. The purpose of the training school is for the preliminary training of recruits enlisted in the Middle West to fit them for duty in the navy. Many Chicagoans have summer homes here.

Lake Forest, 28 miles, Milwaukee division C. & N. W. Ry. Fare 56 cents. Population 2,215. Lake Forest is located on a bluff one hundred feet above the surface of Lake Michigan. It was originally platted for a park and the broad drives and roadways of its residence district are laid out in park style, winding in and out among splendid trees. In point of settlement this is one of Chicago's oldest suburbs and its residents have for many years been prominent in the social affairs of Chicago. From the social standpoint Lake Forest is one of the most exclusive of the city's suburban communities. It is the seat of Lake Forest University (chartered 1857) and of Ferry Hall Seminary, an affiliated institution. The School of the Sacred Heart, Roman Catholic, one of the largest girl's colleges in the country is also located here. Cross-country hunting and golf are social features and the Lake Forest Horse Show is annually attended by leading society people of Chicago. The Onwentsia Golf Club is very active in fostering outdoor sports, and the Winter Club has a large skating pond, curling field and a splendid clubhouse.

Lisle, 24.5 miles, C. B. & Q. Ry. Fare 50 cents. Population 100. Mainly of interest as a place where many Chicago people go with their families for a days' outing in the woods. St. Procopius College, a Roman Catholic institution, is located two miles distant. It has about 100 students.

Lombard, 20 miles from Chicago on the Galena division C. & N. W. Ry. Fare 40 cents. Population 590.

As a site for suburban homes Lombard is justly popular. There are many fine homes in remarkably well kept grounds.

Longwood, 11.7 miles from Chicago on Rock Island Ry. Fare 15 cents. Population 149. This suburb is within the city limits but is mentioned for its profusion of flowers and shade trees and its many beautiful homes in charmingly laid out grounds.

Maplewood, 4 miles, Avondale, 5 miles, Irving Park, 6 miles, Hunting Ave. 7 miles, Mayfair, 8 miles, Jefferson Park, 9 miles and Norwood Park, 11 miles from Wells St. station, on the Wisconsin division of the C. & N. W. Ry., in years gone by were individual suburbs of Chicago, but with the growth of the city they have been absorbed into the municipality and now are a part of Chicago, though retaining their suburban characteristics. Each combines suburban advantages with the many conveniences of the city.

Maywood, 10.4 miles from Chicago on Galena division C. & N. W. Ry. Fare 20 cents. Population 4,532. Maywood lies opposite River Forest on the west bank of the Des Plaines River. The location is high and healthful. Surrounding the City Hall is a pretty park 16 acres in extent. The Maywood Golf Club has an excellent course.

Melrose Park, 11.3 miles from Chicago on the Galena division C. & N. W. Ry. Fare 22 cents. Population 2,592. Located here are the Latrobe Steel Mills giving employment to a large number of men. Melrose Park essentially is a manufacturing suburb, but has many pleasant homes.

Midlothian, 18 miles from Chicago on the Rock Island

Ry. Fare 25 cents. Here is located the fashionable and exclusive Midlothian Country Club which maintains a beautiful clubhouse and grounds, including an excellent golf course. Within the club is an equestrian club, members of which indulge in cross country hunting at times. Many members of the club have their summer homes here.

Morgan Park, 13.7 miles from Chicago on the Rock Island Ry. Fare 15 cents. Also may be reached by interurban cars. Population 2,329. Here are located Mt. Hope, Mt. Greenwood and Mt. Olivet cemeteries. This is largely a suburban residence town.

Mount Prospect, 19.7 miles from Chicago on Wisconsin division C. & N. W. Ry. Fare 40 cents. Population 108. This village is located in a most delightful region of farming country.

Oak Park, 9 miles from Chicago on the Galena division of the C. & N. W. Ry. Also reached by the Metropolitan Elevated, Chicago & Oak Park Elevated and surface cars in Lake St., Madison St., Twelfth St. and Chicago Ave. Population 18,060. In less than two generations Oak Park has been transformed from an open and bleak prairie to the ideal and delightful suburb that it is today. The public improvements of the town are strictly modern and very extensive and in an educational and religious way the little city takes first rank. Churches abound and the school system is of the best, the teaching corps being noteworthy for a high degree of efficiency. Oak Park streets are wide and lined with stately trees, and individual dwellings in large numbers, with practically no flat buildings, add to the homelike charm of the place. An institution of more than local fame is Scoville Institute with which is combined the

Oak Park library. In large part this is the gift of the late James W. Scoville, a public spirited citizen of Oak Park. The library contains 18,000 volumes and circulates in the homes over 75,000 volumes annually. The reference and reading room is visited by several hundred daily, and is used not only by Oak Park people, but by readers from the surrounding suburbs.

Palatine, 26 miles from Chicago on Wisconsin division C. & N. W. Ry. Fare 52 cents. Population 1,020. Palatine lies in one of the finest farming districts of northern Illinois. It has good drainage and all modern improvements

Park Ridge, 13 miles from Chicago on Wisconsin division of C. & N. W. Ry. Fare 26 cents. Population 2,500. This is a picturesque village on a ridge of comparatively high land. There are many pretty homes with broad surrounding lawns. Elms and maples line the streets and give abundant shade. Two artesian wells supply water of remarkable purity.

Ravinia, 21.6 miles, Milwaukee division C. & N. W. Ry. Fare 44 cents. Population 75. This is one of the newer suburbs but the varied scenic features make it one of the most desirable of the North Shore residential sites. In the south edge of the village is beautiful Ravinia Park.

River Forest, 10 miles from Chicago on the Galena division C. & N. W. Ry. Fare 20 cents. Population 1,539. This little town lies on the east bank of the Des Plaines River. It has broad streets, well shaded with handsome oak and maple trees. Many pretty residences are set in well kept, wide lawns. The grounds of the River Forest Golf Club are adjacent to the town.

Riverside, 11 miles, C. B. & Q. Ry. Fare 22 cents. Riverside has been called a park and from the picturesque beauty of the village the term cannot be said to be misapplied. This place has many palatial homes set in large, open lawns. The Riverside Golf Club has beautiful grounds, two miles from the town, reached by electric car. The water supply comes from artesian wells 2,300 feet deep.

South Chicago, 12 miles. L. S. & M. S. and Ill. Cent. Rys. Fare 15 cents. South Side Elevated to Stony Island Ave. and South Chicago electric car from there. Fare 10 cents. South Chicago is now a part of Chicago, but is included in the list for the reason that here are located the immense works of the Illinois Steel Company. This area is purely industrial and contains many large manufacturing plants. The population of the South Chicago district alone is about 100,000.

Western Springs, 15.4 miles, C. B. & Q. Ry. Fare 30 cents. Population 1,200. The city is a residential suburb of Chicago, there being no factories or other institutions of that character. There are all the modern conveniences and the town has much beauty, both in its natural surroundings and its homes.

Wheaton, 29 miles from Chicago on the Galena division C. & N. W. Ry. Fare 50 cents. Also on the Elgin, Aurora & Chicago Electric line. Fare 35 cents. Population 2,345. Wheaton is the county seat of Du Page county and is one of the older towns, founded in 1838. There are a number of handsome public buildings and residences. The broad streets are well shaded. The clubhouse and grounds of the Chicago Golf Club, among the finest in the west, are adjacent to the town.

Whiting, Ind., 16.8 miles L. S. & M. S. Ry. Fare 20 cents. Population 3,983. Whiting is noted as the site of the largest works of the Standard Oil Company, covering many acres.

Wilmette, 14 miles, Milwaukee division C. & N. W. Ry. Fare 28 cents. Population 2,300. Wilmette was named after the Indian chief Ouilmette. It borders on Lake Michigan and is traversed by the Sheridan Road. The town is essentially a residential suburb of Chicago and contains many beautiful homes. The Ouilmette Country Club has its location here.

Winnetka, 16.8 miles. Milwaukee division C. & N. W. Ry. Fare 34 cents. Population 1,833. Winnetka signifies in the Indian tongue "Beautiful Land" and the name has not been misapplied. The little city faces the lake and is made up of homes of wealth in spacious grounds, elaborately adorned. The Skokie Country Club maintains an excellent clubhouse and golf course. These latter grounds lie in the beautiful Skokie Valley, called by the Indians the "Place of Flowers."

Zion City, 42 miles, Milwaukee division C. & N. W. Ry. Fare 84 cents. Population 2,500. Also on Chicago-Milwaukee electric line. Zion City, of world fame as the seat of the Church of Zion, founded by the late John Alexander Dowie, is a point of much interest through its associations. Located on the lake front it is a very pretty city and is unique in many respects. Here are the Zion lace factories and other industries founded by Dowie. The site comprises ten square miles of beautiful, rolling land. Elijah Hospice (now called the North Shore Inn) furnishes entertainment for visitors and a trip to Zion City will be instructive as well as enjoyable.

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